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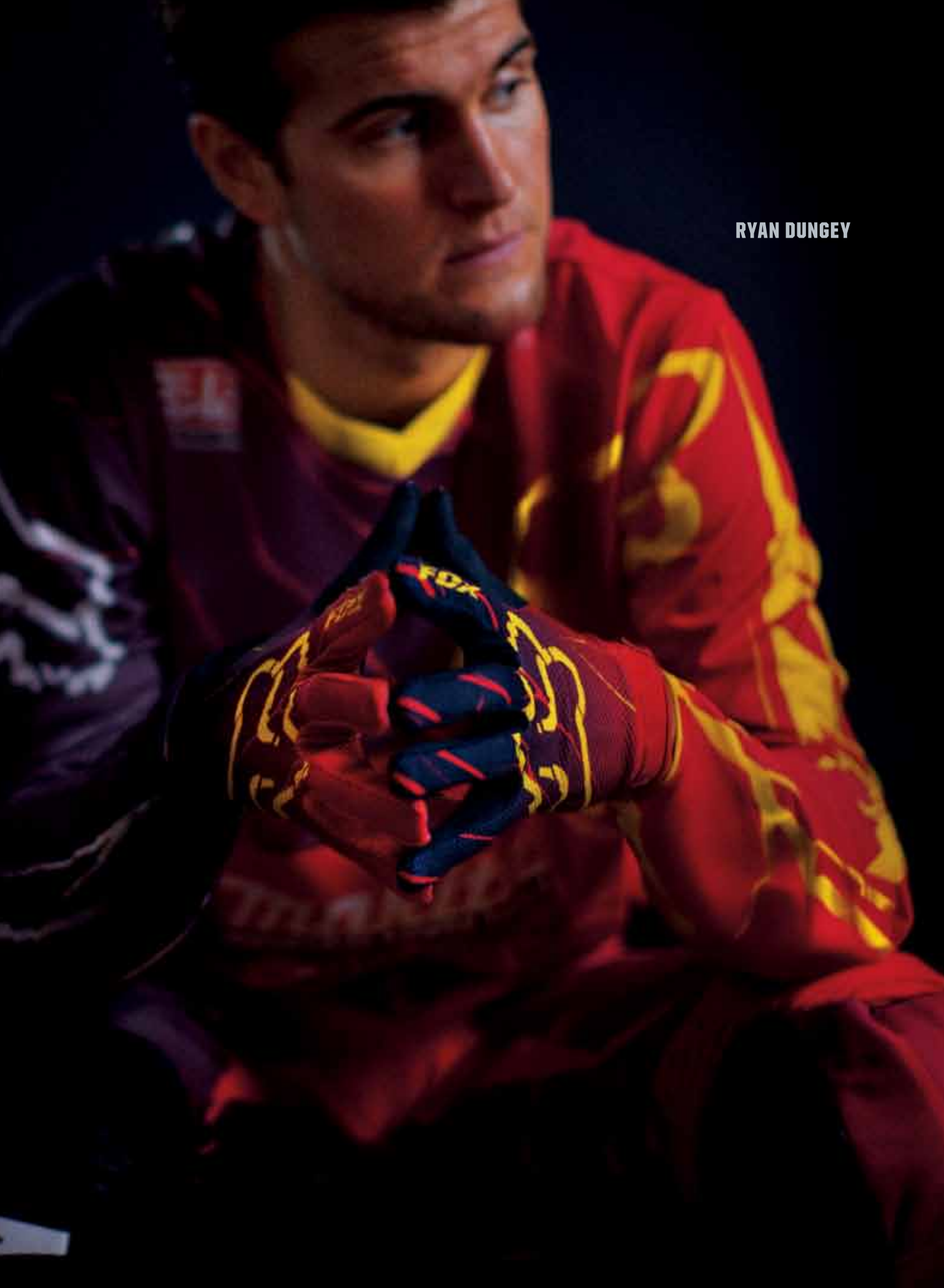
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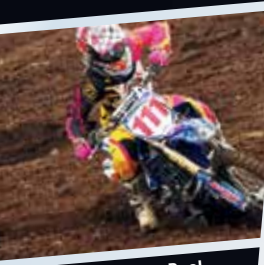
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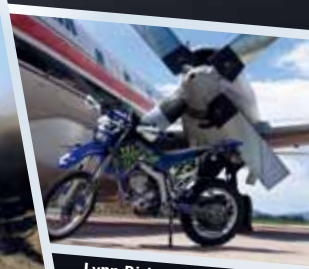
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- Removable kidney belt can be adjusted in height for individual fit



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PERFORMANCE

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THE RISE OF THE YOUNG



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Kawasaki

Let the good times roll

2012 KAWASAKI 250F AND 450F

BIKE TEST

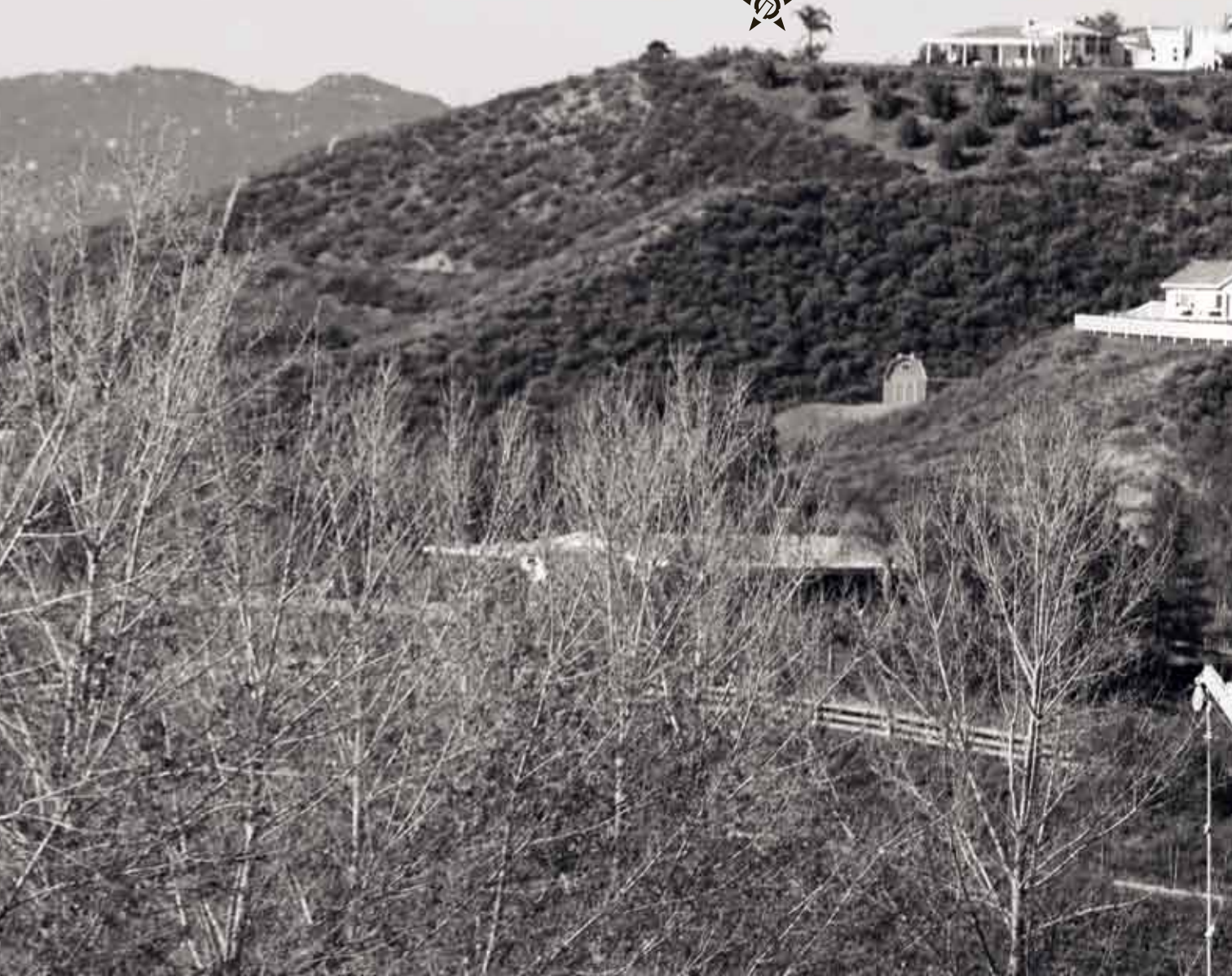


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BRODY WILSON

TEMECULA, SO CAL / Photo: Chris Tedesco
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EXPOSED COLE THOMPSON

For any young racer it's their dream to become a Pro. That is the main goal in any sport really at the end of the line. Cole Thompson will debut as a full time professional racer in 2012. He will be taking on the SX series full steam ahead and will be racing as a privateer. Thompson and his family have chased the dream via the US instead of Canada for the majority of his career. Just like this photo shows, he has looked past what is just in front of him and stares into the future where he will chase the dream of becoming one of the best Canadian riders to make a name for himself south of the border.

.....

Photo by Marc Landry





EXPOSED

DYLAN KALIN

This is a quiet moment for any rider as they get ready for the gate to drop. There's a voice running through their head saying "This holeshot is mine, I got this", a mental focus to block out the other 39 riders who are listening to the same inside voice, and butterflies in their stomach from the nerves that control your body. Then, the revs go up, you focus on the gate... down it goes and you're the man ahead of the rest. Privateer Dylan Kaelin harnessed all these vibes at the final five rounds of the Monster Energy Motocross Nationals to impress his peers, fans and enthusiasts alike. The kid is the real deal when the gate is down.

.....

Photo by Marc Landry



OSHIMURA
HO-FLEX

SHOEI



EXPOSED

WHOOOPS

The toughest section on any Supercross track. Imagine how many times these obstacles will be ridden over once the 2012 season is upon us. Some may look at this and panic. Those that don't, they're the ones that stand on top of the box when the checkers wave. Which one are you?

.....

Photo by Frank Hoppen



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Freestyle

EXPOSED MONTREAL FREESTYLE

Montreal is without a doubt the best Freestyle show in the country. They get 30 minutes for the entire session to get as many jumps in as they can in front of a full house of screaming fans. Charles Pages took the overall win, but it was the train of six riders that really stole the show. This photo shows the beginning of the train with Brody Wilson out front followed closely by Ben Milot.

.....
Photo Supplied by Ben Milot



EXPOSED ONE MILLION DOLLARS

When the announcement was made about the inaugural Monster Energy Cup in Las Vegas, it was the talk of the town. Once the race ended Ryan Villopoto was the talk of the world after winning the One Million Dollar prize. He did it with ease since the rider list was not full of names that could stop him. I bet next year you will see everybody and their brother going for this jackpot. There's no way his competition will let it go that easy again.

.....

Photo by Rich Shepherd

READY TO RACE

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125
Marvin Musquin

WHAT GETS YOU FIRED UP?

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Volume 10 Issue 6

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Dude, next year we are factory G10.
Join me Shawn.



Ya, up there. Doesn't that look like Steve Matthes
climbing for a bear claw?



Oh, now I know where that
drain bolt is. Silly me.



Ya that's right. "Boston Bumped"
onto the box. Yeah!!



Sonni and Dianna - What you looking at? LOL



Yep. That corner right below is where I'm
smashing Klatt. Write that down.



Koster looking so deeply into Travs' eyes.





This is how I roll!!!



What the hell was I thinking getting in a side by side?



This kid looks pretty enthusiastic.



Two more inches and I will be the height of a real man.



"Follow @mxpmagazine on Twitter or I will find you"



Yaaaaaayyyyyyyy!!! Monster!!!



The kid looks worried, that's all I'm saying.



Full make out session for the Montreal SX winner Matt Goerke.

Caught on CAMERA



Every good mechanic has a check list.



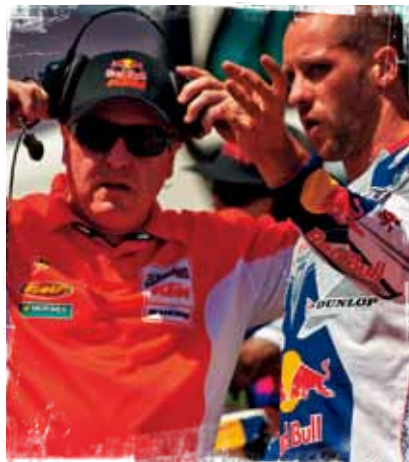
Beats agreed to wear the all new ATLAS brace if Brady would give him hair tips. I see the brace. The hair still looks.....



Cole and Kyle Thompson checking out the new MXP. Is there anything else to read?



Remember when you jumped the entire section behind the gate, Mez? Remember when you did it naked Frankie? LOL



Look! Monster Girls.



Usually when you see a Lee on two wheels it means nothing but CAUTION. You think Betty can handle this?



So much free swag from MXP this summer. Just another lucky winner.



The lovely ladies at the CMRC Administration Trailer: Lisa Snider and Wendy Snelgrove.





The KTM pits are always good for a chuckle.



The most aggressive slide ever. This little girl means business.



They even do the same mechanical work. Now that's identical twins.



I bet one wishes he was fishing and the other wishes he was sledding. Which is which?



One of these things is not like the other.
One of these things just isn't the same.



Dylan Kaelin giving is best
"confused" face.



Is he yawning? He may need a Monster.

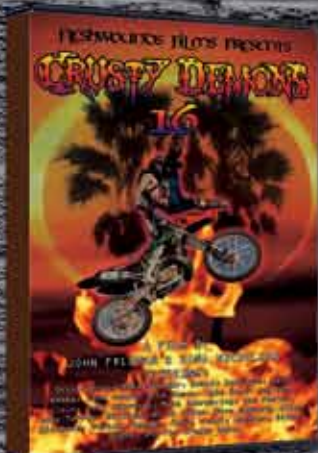
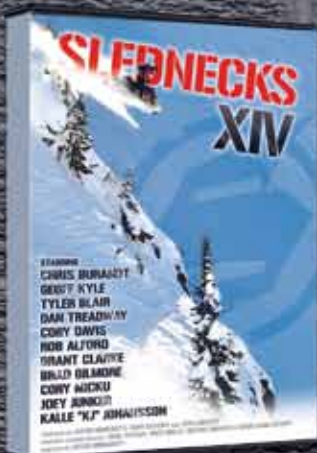
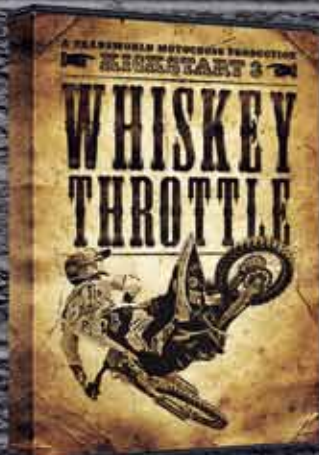
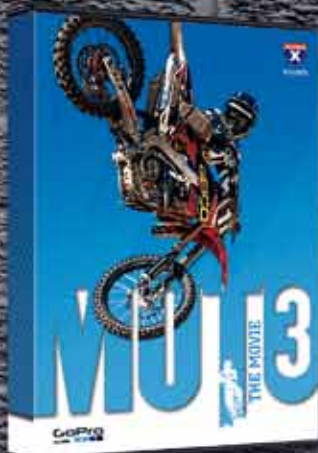


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Social Networking

By Ryan Gauld

Today's world turns at a pretty fast pace. There are so many different outlets to post your views, thoughts, or basically whatever runs through your head that you can make it viral within seconds with the click of a button. Facebook, YouTube, and Twitter are corporate moguls now in every day life. I personally have three Twitter and three Facebook accounts that I operate. I may not know the ins and outs of every feature they have to offer but I think I do a pretty good job of getting out the word, sharing the word or re-tweeting the word on a daily basis. These tools are so good for our sport. If you don't have them or have the attitude of "those are gay" then you are left in the dust like a first time racer lining up for the Pro gate by accident. Braaaaaapp!!!! You see, there is a real pain in the ass about motocross these days. Results are still the best way to get your name

out there. They speak for themselves but they don't have as much pull as they once did. The guy that pounds out 2 - 30 minute plus 2 lap motos and wins both may have zero personality or marketability other than his speed. Well, that guy gets pretty good attention however the attention he gets is primarily from the diehard fans. That's all good, but what if you had that plus were able to reach out to more people other than the diehards? What if there was a way for you to really make that double moto win blow up around the world for all to see and all you had to do was type? Hell, it doesn't even have to be grammatically correct.

Enter YouTube, Twitter and Facebook. These sites allow the user the freedom to do whatever he/she likes. It allows you to illustrate the real you that some may never see. This part of you could be the part that is more marketable than what your results may generate when racing. Think about it a little. Every company sponsors somebody to get their name out there on the jersey, bike, helmet, or whatever. Say that guy goes and wins every race but then you hear the guy talk about the products he uses and


approaching a sponsor, or "I'll put a sticker on my fender". The only racers that have the right to do that are the champions and even then the sponsor wants to be able to have a great spokesperson behind that championship smile. All three of these social networks are so easy to use you could get your grandma to use them.

The best part about it for all us racers is the price – FREE! Racers are, for the most part, so cheap. Trying to get a dollar out of us is like

squeezing water out of a rock, so this is perfect. All you do is sign up for these sites with a valid e-mail account and you're set. 99% of mobile devices have these networks as apps. These providers are screaming for you to use their service to drive traffic through your account. This is a perfect way for you to promote your sponsor too. A monkey could do this, just like the monkey explaining this to you in the column you're reading.



he sounds like a dude with marbles in his mouth that makes no sense. He can go fast with that product but can't tell what it does or why it helps him. This is where the marketing agent kicks in. He blows smoke with the media and tells them everything about his sponsor that he can think of to make them get that "wow" feeling so they push the product. Now what if you could just do that all yourself? Not everybody can win so you have to find other ways to reach out to companies to get them to want to have you showcase their brand. This is what these sites are all about. No longer can you say "what can you do for me?" when

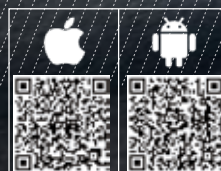
In my mind, if you're a racer that is over the age of 14 or if your parents are fine with you using these tools, you should have these social platforms at your fingers tips so you can provide better exposure for your sponsor than you may on the track. This may prevent you from being overlooked because you'll be considered as a guy that wants to give the sponsor their money's worth. If this doesn't make sense to you then you must still ride a two-stroke, put oil in your gas and hope that the 125 class will soon return. Join the times and step into the now. It's easy and it's for you to use it to your advantage. 



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Tales of the Z50 noob.

By Tyler Medaglia

You probably remember the very first time you rode a motorcycle. If not, give your head a quick shake and it should come to you. If that doesn't work then at the very least you know what your first bike was. Chances are that it was a Honda Z50 or a Yamaha PW50. My weapon of my Dad's choice was the Z50.

More often than not you hear the story of the first ride: I ran into the fence wide open, I lost control and smoked a tree, I whiskey throttled into the garage, or the throttle stuck wide open and I hit my Dad's truck. Unfortunately, as a very hyper child I did not take the time to really learn from my mistakes and just continued to make the same ones as I partook in all of those examples above. It got to the point where my Dad had fiberglass molds of Honda Z50 plastics so he could make new fenders for me every week. For my first ride my Dad took me to the sod

yellow grips. I had to have those on my bike so I began to bug and bug my Dad until he gave in and put them on. I had my gear on before he finished putting them on while trying to explain something to me along the lines that they didn't really fit. I just nodded like a bobble head as if to say k k k k k k k, it's good. After five minutes into my trail ride on the way down a hill, sure enough the throttle stuck wide open. I hit a big root, flipped over the bars and broke my big toe.


I was not the only one in my family to fall victim of the vicious bike of the Z50. My cousin Steven, who had never ridden a bike before, was at my house so my Dad was going to give him his first lesson. Most of you know that if you hold the shift lever up on a Z50 it acts like a clutch so you can hold it wide open, drop your foot and the thing takes off. Well, that is what happened to Steven. He looped out, and started to cry and cry for 45 seconds and said he would never touch a motorcycle again in his career.

Another one of my cousins, Thomas, had a Z50 too. We were at our family cottage in North Bay when we found a small track not too far from the site. Jeremy had a Cobra 50, and I at the time was on a KX60. Jeremy and Thomas decided to have a drag race down a long field. They both started on

one side and pinned it to the other. The Cobra obviously had a bit more travel in the suspension and twice the horsepower. As Jeremy stretched away I watched him hit a bit of a ditch that almost bucked him over the bars. Two seconds later, Thomas hit the ditch as fast as that Z50 would go, and he must have cart wheeled for

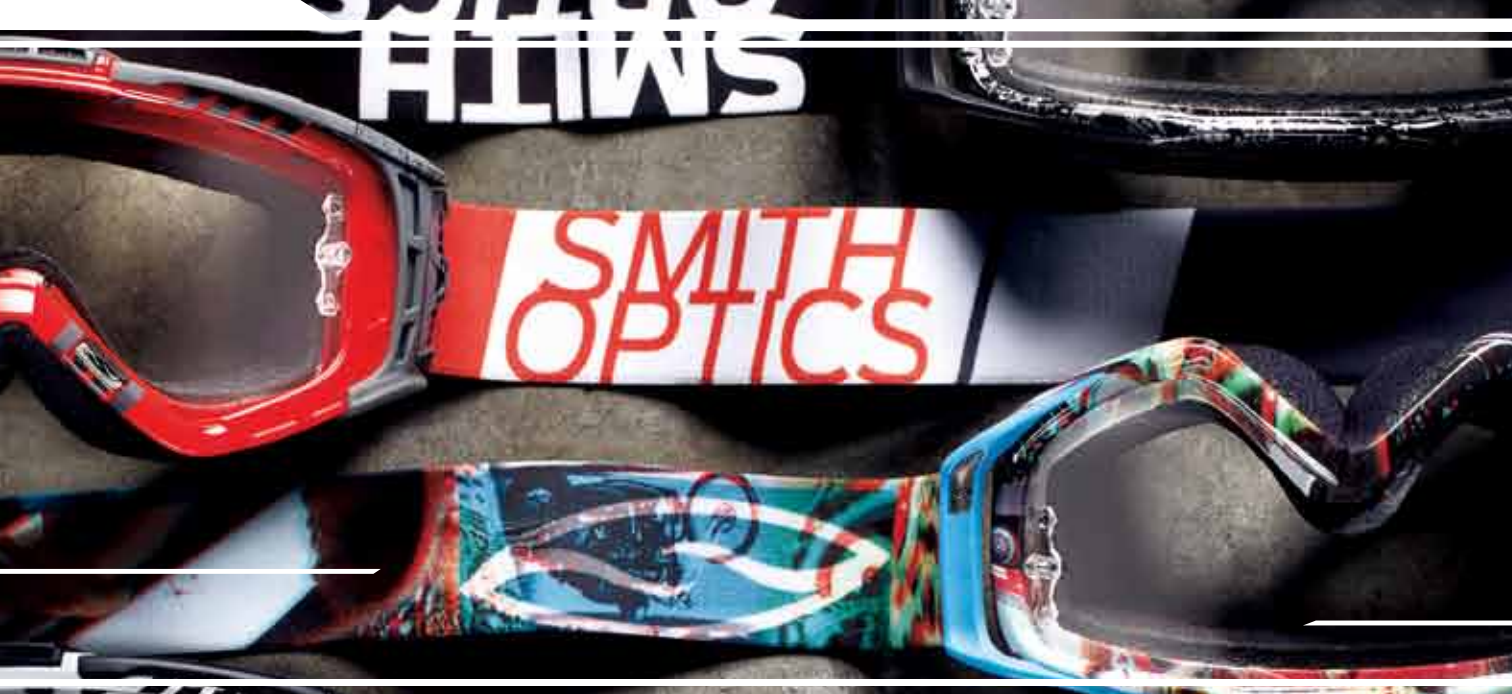
50 feet. He ended up breaking his arm. When I was 13, I won a race on my 80 in Hurst, Ontario in the spring and got \$1,200. With the money I bought a brand new Z50, a 1999; the last year before they changed to an XR50. That Fall at Walton, when we first got set up I was riding around to look at the track. As I was going through the field in 3rd gear at quarter throttle, just looking around, the next thing I knew I was flipping through the air and lying beside the bike with a concussion. On those 50s, the foot pegs are mounted to a bar that goes under the motor and are bolted to the engine cases. What happened was that there had been a green KX triangle stand blended into the grass like a damn chameleon sticking up. It hooked on the bar for the foot pegs, broke through the cases and stopped the bike dead in its tracks. I still have that bike in my Dad's garage collecting dust, and it still has the hole in the cases. I might have to fix it up for Talon soon.

Okay, so the last story of the 2011 season: During my first season racing in '93, I showed up with a trusty Z50 at Sand Del Lee. In my first race I got second behind David Sanders who rode a PW50. Every race he had this line where he would cut down the side of the main table top. Because of the balloon tires on the Honda I would wash out every time I tried that line. After getting frustrated with losing the battle every weekend, my Dad wanted me to have an advantage so he put a Honda CT70 motor in my Z50, and man that thing hooked up! I could jump out of the gate, but when he passed me on the table top line I would rip by on the straightaway making the racing a bit better. We would pass each other twice a lap for the rest of the season.

Anyway, that's all the shenanigans I have for this season. I hope everyone enjoyed the stories and look them up next year in the 2012 MXP mags!! Thanks -TM 



farms after work and he would hold me up, give a little push and off I went for hours enjoying my first taste of freedom at 4 years old. It didn't take long before I had the ability to rip around the house and the small set of trails behind the garage at home. One day I was rooting through my Dad's garage when I found a set of bright



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I'm a full on fan!

By Brian Koster

The Montreal Supercross just passed a little while ago and what an entertaining night it was. That event never ceases to amaze me. With the promoters always changing up the program, it stays fresh and you never quite know what you will be in for. The first ever Monster Energy Cup in Las Vegas also passed recently and was broadcast live on Speed. There were over four hours of motocross brought right into your living room; pretty cool. Walton was also an epic week for all the amateurs that made the trek, though Sunday's near tornado left most in attendance soggy and muddy, however many were still smiling by day's end. Even though Motocross racing is done for the year in most regions of Canada, the mild fall weather has left the soil prime for roosting and has made for some great, fun riding days.

I feel like a broken record when it comes to talking about the Monster Energy Montreal Supermotocross event. This is one event that everyone should witness at least once to fully understand the scope and festive atmosphere that takes place in the Olympic Stadium. This year they added a consumer show and also side by side racing for the very first time to replace the Endurocross event. The freestyle show and ATV race are always a huge hit with the boisterous crowd and for me as well. You know as well as I do that most MXers are not too keen on ATVs, especially when they have a knack for blowing out all the sweet berms on the MX track. Anyway, that aside, the race action they provided was second to none this year and had everyone standing or sitting on the very edge of their seats. After years of being the fastest guy to never win in Montreal, it was great to see Quebec rider Richard Pelchat finally put it all together with lady luck on his side to take the checkers. Those top guys are some seriously fast dudes, and it's unbelievable the triples they are serving up on those quads and how aggressive the racing is. I am no longer a closet ATV racing fan....I'm a full on fan! (but please stay off my practice tracks..lol).


Big news this year was the side by side racing and the addition of former Montreal MX2 winner and MX2 Canadian National Champion Simon Homans.

He drove hard and looked to have second place in the bag until he broke, what I believe was, a steering link that ended his night. The normally upbeat and pleasant Homans was not much in the mood for chat after the race and was visibly pissed. Oh well, there's always next year Simon! The freestyle was insane as usual and both Supercross classes were full of surprises. They were just awesome to watch. Jeremy Medaglia was uber aggressive and punched his way to victory in MX2 and in MX1. Klatt looked like he had it in the bag but mysteriously faded badly handing the win to Monster Energy rider Matt Goerke. Great, great racing and just another epic night at the Olympic Stadium.

If you're reading this, you probably watched the Monster Cup from Las Vegas too. I thought it was really good although I did hear a lot of complaints about the lack of close racing. The track, which was kind of a mix of outdoor and Supercross, was both rough and gnarly with fast sections and some pretty big jumps. Icons of our sport Jeremy McGrath and Ricky Carmichael designed the track, and both were on the commentary side of the broadcast. The heats were a bit of a follow the leader show, but once the track got worked in and a bit more choppy I thought things tightened up a bit and offered some good racing. They had an amateur class too. It was cool to see Canadian rider Cole Thompson nail down a pair of seconds and beat Austin Politelli to the checkers in both motos. One of the highlights for me was to see how great Jeremy McGrath handled the microphone. He adds charisma and a wealth of knowledge to the show, and I thought he was just great to listen to. I wish they would hire him for the whole Supercross Series to work alongside Jeff Emig and RC when he's available. That would be so cool. It's what our sport needs and deserves! Seriously, Formula One, which is undeniably the biggest motorsports series in the world, has evolved into having two ex-racers, Martin Brundle and David Coulthard, in the commentary booth for their world feed, and they are awesome to listen to (Speed in the US is the only English speaking country that uses their own guys who in all fairness do a really good job as well). But just

think how great it would be to have the old rivals, McGrath and Emig, reunited as a broadcast duo to finally give us real grassroots, hard core fans a show to be proud of! Man that would be awesome!

I know Walton was a long while ago, but it was just such an outstanding week till the rain of Biblical proportion crashed the party late Saturday afternoon then came back with a vengeance on Sunday. I hear a lot in my day to day existence and it's not unfamiliar to hear people bitch about the expense required to compete at Walton. Predominantly they bitch about that, the track preparation and aggressive security, and I've heard it all over the years. In some cases they are viable concerns but in others unfounded. As you know, it's impossible to please all the people all the time. Well let me tell you, Matt Lee who is now the undisputed boss of the track for the entire week has got his systems dialed. Sure some of the very first motos of the day were a little moist, but not a goopy mess like in some years past. One of my motos was the first of the day, and the track was still quite fun and awesome, actually. He and his team did an unreal job and made any expense to be there seem to be a non-issue compared to the fun factor of racing and hanging out all week. Hey, this is not a cheap sport, but as far as motorsports go it is easily the cheapest. Compare how much it costs to race at Loretta Lynn's vs. Walton and you will see the difference. Obviously Loretta's is a bigger event, but the TransCan at Walton is no slouch either. I know of a few people who opted not to race due to the higher than normal race weekend entry fees that wished they had signed up once they saw how great the racing was and how mint the track was prepared. I just want to say thanks to the Lee family and staff for all their hard work and dedication. The track was phenomenal this year and an absolute joy to race on. Well done and very sorry your property just got trashed on the Sunday!

In closing, I would like to wish everyone a fun and safe fall and/or winter of riding. By the next issue of MXP the Supercross Series will be in full swing which will give us all something to look forward to each weekend. May the best man win! 

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TEAMS 2012



Typically in Canada, movement and announcements about teams and sponsors is slow at this time of year at best. The race season is still a number of months off so unlike the US scene there is still time for deals to finalize. However, there have been new deals, talks and juggling, so MXP took a look at where some of the best riders in Canada may be headed in 2012.

TEAM NAME: MONSTER ENERGY LEADING EDGE THOR KAWASAKI

Riders: Teddy Maier (MX1), Matt Goerke (MX1), Tyler Sjöberg (MX2), Kyle Beaton (MX2)

Team Manager: Jason Hughes & Pat O'Connor
Notes: Despite having a hot hand late in the year, it appears that Austin Politelli will not be returning to the Leading Edge Kawasaki team. The team looks to be favouring MX2 riders Tyler Sjöberg and Kyle Beaton. The MX1 guns, Teddy Maier and Matt Goerke, should be better in 2012 considering they both have a year of experience in the big bike class under their belts.

TEAM NAME: ROCKSTAR ENERGY TROY LEE DESIGNS OTSFF YAMAHA

Riders: Bobby Kinyri (MX1), Richard Grey (MX2)

Team Manager: André Laurin

Notes: The Rockstar Energy Troy Lee Designs OTSFF team will make one very big change in 2012 by switching brands to Yamaha. The team will assign Iain Hayden to rider development and bring in the talented Richard Grey in MX2. Grey has been KTM mounted his entire career so it should be an interesting change for the young rider from Keswick, Ontario. Bobby Kinyri will return for his fourth season in Canada under the OTSFF tent.

TEAM NAME: ROYAL DISTRIBUTING THOR KTM CANADA

Riders: Dusty Klatt (MX1), Colton Facciotti (MX1), Jeremy Medaglia (MX2)

Team Manager: Andy White

Notes: The KTM team seems to have snapped up the two hottest free agents in Canadian motocross by signing Dusty Klatt and Colton Facciotti. Unquestionably, this ate up a major portion of their budget, which left KTM faced with a hard decision to choose between Jeremy Medaglia and Kaven Benoit

for the MX2 class. KTM picked up Medaglia who is perhaps the faster of the two in terms of pure raw speed. The KTM squad is still trying to put together a program for Benoit to partner him with either the 2011 MX2 Champion Tyler Medaglia or Kyle Keast on a second, yet to be announced KTM team.

TEAM NAME: TEAM YAMALUBE SCHRADER'S SMXRACING

Riders: Shawn Maffenbeier (MX1)

Team Owner/Manager: Randy and Jackie Maffenbeier

Note: Without question, Shawn Maffenbeier was the country's most improved rider in 2011. A top 12 rider in 2010, he exploded to a legit top 10 and top 5 guy by season's end. The team is back in for 2012 with what they hope will be the same set up and sponsors. The team is going to expand their program to support regional activity on non-national weekends. The early hope is to bring another rider or two under the tent, but for now the team will focus on Maffenbeier.

TEAM NAME: REDEMPTION RACING

Riders: Josh Snider (MX1), Eric Jeffrey (MX2)

Team Owner: Josh Snider

Team Manager: Josh Snider

Notes: The Redemption Racing team plans to be back in 2012 and offer a competitive team to compliment their ministry work. Josh Snider will be the MX1 entry and Eric Jeffrey will be back in MX2.

TEAM NAME: TEAM YAMALUBE BLACKFOOT DIRECT/TROY LEE DESIGNS RACING

Riders: Parker Allison, Jared Allison, Bryton Allison
Manager: Dean Thompson

Notes: Everyone's favourite racing family is looking to come back stronger in 2012. Both Parker and Jared established themselves as legitimate MX1 racers, however both expressed interest in returning to MX2 where they felt they could compete for a National Championship title. Time will tell where they land, but look for them on the line at round one on Yamahas.

NAMES OUT THERE:

KYLE KEAST - Keast had one of his most successful seasons in the MX1 class aboard the KTM. With KTM signing the number 1 and 2 riders in the country, there may not be room for Keast at KTM. If KTM can, they will hold onto him and place him on a second team, otherwise look for the big number 4 to go back to Machine Racing aboard a Yamaha.

TYLER MEDAGLIA - Tyler might have written his own script by riding a Honda at this year's Montreal Supercross, which did not sit well with Yamaha "brass". With little room at KTM or Kawasaki and an unhappy Yamaha, Medaglia might be forced to put his own effort together for MX1.

DYLAN KAEIN - The Grand Bend, ON native has shown that he is a competitive top 5 player in the MX2 class, but needs a breakout podium ride for a team to gamble on him. Solid and fit, it will be interesting to see what he does in 2012.


NICKY BEATTY - Nicky Beatty did well in his rookie season, and like Kaelin has proven he can run the pace. Unfortunately, he's not yet a threat on the box, so he is one of many riders waiting to see if there are better sponsorship opportunities remaining.

KAVEN BENOIT - Kaven will not be happy if he is left without a ride. He came close to winning the Montreal Supercross for the second year in a row, plus his national moto wins makes him a real contender. Popular in Quebec, Benoit might be holding out for a deal or may form his own program with his strong network of sponsors.

KEVIN URQUHART - It seems easy to forget how fast Kevin Urquhart can go on a motocross bike. The Washington native seems to get brushed over year after year, but on a shoe string budget shows up and runs with the leaders. Is this the year someone takes a chance on Big Sexy?

JAY BURKE - Jay Burke formed his own team in 2011- JBRacing. The '11 season was a successful run for the privateer Honda rider who had his best finishes in the muddiest conditions. Burke will be working to secure all his loyal supporters for another run at the top 10 in 2012 under the JBR tent.

SPENCER KNOWLES - Spencer Knowles has more than enough talent to make a run at the box. For that reason teams are tempted to support him, but he'll have to train harder and be more consistent if he wants the support to continue. No word on where Knowles is headed or if he will be back in 2012.

BROCK HOYER - The "Brockstar" is a popular rider on the track and in the pits. Brock raced half the series last year with support from Monster Energy Leading Edge Kawasaki. Brock is a racer at heart and will be for years to come so expect to see him at the early rounds on a Kawasaki. 

ANNUAL SANDSTORM EVENT

PHOTO BY CHRIS RHYNOLD

The Gopher Dunes SandStorm event is the back end bookmark to the motocross season here in Ontario. The sand and southern location have seen racers from across Ontario travel down to the Courtland, Ontario track for more than 20 years for the last race of the year.

"Riders said to us a few years ago that after Walton the season almost feels over", said Derek Schuster from Gopher Dunes. "Our event has traditionally been the last event of the season. A couple years ago we started to think about how we could make a cool one-off event. We thought this was a great time for everyone to come together, have some fun and race. Without question the RC Car races, bicycle races, vintage displays, jump contest, dash for cashes, poster contest and good ol' fashion racing lend to making this event something people have begun to circle on their calendars. "I would be here no matter what", muses KTM Canada rider Kyle Keast. Keast, renowned for his love of sand tracks and especially Gopher Dunes, rarely misses the opportunity to race

any Gopher Dunes races. "I give the team down here at the Dunes credit. They could just hold an ordinary race, but they work to make something more for the riders and a cool way to close up the season."

For the sponsors of the event it was a way to connect with riders one last time before winter. MXP Magazine, Scott USA, Ogio, Red Bull, Wiesco and Yamalube all got behind the event with prizes for riders. "As a racer myself, the fall is the best time to ride", said Yamaha's Danny Brault. "For our team at Yamaha, we look for good ways to connect with customers and keep 'moto' on the mind. I like the way the SandStorm event thinks outside the box with an innovative approach, a lot going on and as always a quality event. Rarely does Yamaha do these types of one-off events but the SandStorm is one event that Yamaha supports and hopes to continue to do so."

As mentioned, the race does bookend the season, but for many riders it is a way to

test the waters at CMRC events. For some the pressure of the Provincial Championship events is intimidating, and the laid back festival atmosphere of Sandstorm welcomed new riders interested in testing themselves against new competition. "I was still pumped to see a lot of new faces and people come up to me and say it was their first CMRC race or their first time at Gopher Dunes. This was a good weekend, a great way to close the season down, and something we look forward to doing next year again."

When the final checkered flag waved for the final rider circling the track, the 2011 Southwestern Ontario motocross season came to a close and the end of the SandStorm event. As parents packed their trailers, and the large Red Bull tent came down, kids still played at the newly built RC car track, and few tossed their lines into the pond to catch the big one. You could tell that not only was it a good day but a good season. **MXE**





LIGHTS AND SIRENS

THE 2011 WORLD POLICE AND FIRE GAMES STORY AND PHOTOS BY ANDY GOLEBIOSKI

Police officers and firefighters around the world have always had a unique and interesting relationship. Members from both professions work in difficult environments that most people would rather avoid. There is a special bond between them, but there is also a rivalry that is ripe for competition.

Every two years the World Police and Fire Games are held in a different city around the world and have become the second largest sporting event, only to be outdone by the Olympics. With 2011 being the tenth anniversary of 9/11, it was only fitting that New York should host this year's games. Between August 25th and September 6th over 15,000 athletes from 70 countries attended to compete in a variety of events, including motocross.

To think that motocross wouldn't be a popular sport amongst the emergency services would be a huge mistake. These women and men push themselves to the limit and have to make split second decisions based upon their training, experience and gut instinct. They take calculated risks and have to be in great physical condition if they want to be successful. Sound familiar?

This year's event was held on Wednesday, August 31st at the Long Island Motocross Track just outside of Yaphank, New York. The track, run by Tammy and Joseph Merrill, has a smooth flow comprised of loam and sand, a tunnel jump, a mountain of a table top, and various other sections which appeals to both beginners and pros.

Although long in the planning, the event nearly didn't occur. Hurricane Irene raced up the eastern coast straight for New York, forcing the postponement or cancellation of a number of events. A dirt track is a little more resilient to Mother Nature, and after the storm passed the Merrills quickly got the track prepped for the Monday and Tuesday practice sessions.

This was the first opportunity for approximately 100 riders from around the world to meet one another and admire the multitude of nations that were represented at this international event. It was the next best thing to the Motocross Des Nations.


Countries such as Japan were represented with as few as one rider, whereas the FIREPOLICEMX.COM team based out of California attended with over 30 members. There were nine riders from Canada representing the Kitchener Fire Department, Cambridge Fire Department, Blainville Police in Quebec, Canada Correctional Service, Red Deer Fire Department, Winnipeg Police Service, Canadian Border Services Agency and Toronto Fire Services. The Canadian contingent attended on their own time and paid their own way. Upon hearing about some of the sponsorship afforded to our southern neighbors, FXR representative Matt Hamm, based out of Manitoba, attempted to put together a "Team Canada" support package for our riders. Unfortunately, there was a backlog in the games' registration process and he wasn't able to identify how many riders from Canada would be attending in time for the necessary arrangements to be made. A couple of riders were able to gain some individual support from such notable companies as Offroadmotorcycles.ca, Klim Canada, Lime Nine, Apex Cycle Sports, ImagePlus, Machine Racing and FXR.

On the morning of the race day some controversy broke out over the ages and displacement sizes for the specific classes. Recognizing this was an international event, specific rules had to be followed. This delayed the riders meeting until the late morning when a suitable compromise was reached. Once this was cleared up and the 16 different classes were identified, the racing finally started. One unique aspect of this event that was different from most local races is that no one really knew how good their competition was. Riders that took it easy in practice the day before suddenly started doing whips over the tabletops during this morning's practice. Others would crawl around corners but could blitz the sand whoops. No one knew what to expect. It was strange but unique at the same time, and added an additional level of interest in what was about to unfold.

The racing itself was absolutely incredible but due to the late start, most motos were shortened to make up some time so if riders didn't get a good start, they really had to hustle if they wanted to get back to the front. Age classes were broken into Open

(18-34), Senior (35-45), Master (46-50) and Grand Master (51+). Each of them were well represented and showed that the passion for motocross does not fade with age.

Prior to the games, a couple of American websites made statements rallying their riders by wanting to ensure "that not one medal leaves American soil." Well, a number of countries spoiled their hopes and brought back some of the hardware with them, including ours. Firefighter Rob Martin from Kitchener, Firefighter Dave Nelson from Cambridge, Police Officer Brian Leblanc of Blainville and Customs Officer Randy Leach of Kingston each made it to the podium at least once. However, the rock star of the Canadian contingent was Toronto Firefighter Bruce McDonald. A former pro rider, he's one of those guys that quietly made his way to the track and didn't seek out any attention. Instead, he chose to unload his YZ125 and YZ250 from his small trailer, make his way to the starting gate, and let his riding do the talking. He put on a clinic and dominated both of his classes to bring home two gold medals for Canada. By the time the checkered flag came out on the last moto for the day, the sun was already setting. But gone was the morning confusion that originally threatened to cast a shadow over the event. It turned out to be a great day of racing for all of those who participated.

As the teams started to pack up, it was now about the memories that had been created and friendships that were forged. For many riders, it was a chance to represent their countries at an international event. To others, it was about paying tribute to the legacy of 9/11 and bonding with their colleagues. No matter what their background, profession, language or nationality, everyone was a motocross rider and it was their love of this sport that they celebrated. The next games will be held in 2013 in Belfast, Ireland. In 2015, they return to the United States and will be held in Fairfax, Virginia. But guess what? For 2017, the games have just been awarded to Montreal when it's our turn to host the world! 





INTERVIEW

FELD MOTORSPORTS' DIRECTOR OF SUPERCROSS [DAVE PRATER]

W

With the 2012 Monster Energy Supercross season kicking off in just over a month, we decided to talk to Feld Motorsports' Director of Supercross Dave Prater to see what his thoughts were on the Monster Energy Cup, Toronto Supercross and how they plan to top last season's incredible racing.

MXP: First of all, let's talk about the Monster Energy Cup. I was able to watch it live on TV, and it seemed like it was an awesome event as well as pretty successful.

PRATER: The Monster Energy Cup was a completely different event from anything we have done before, but it was a lot of fun. It was a great learning experience; it all began with a blank sheet of paper and basic concept back in May. The biggest obstacle was determining what exactly it was we wanted to execute and how we were going to do it. Now that we have the first one under our belt, I think it can only get better in the future.

MXP: Looking back, is there anything you would change?

PRATER: The lap times we thought were going to be 1:15, and they ended up being 1:30 so we had to adapt our schedule to accommodate that change. For next year we may tweak the format a little bit in an effort to highlight the amateurs a bit more. We had to push their racing back a bit as we had so much content with the pros. Next year the intent is to show every event – amateur and pro – in their entirety. It will be better.

We actually already have a really good head start on ticket sales for next year, which is huge also. The tickets for the first event only went on sale in May, so for the next event we will have a whole year to get behind it and promote it. I think it was a fun event, and the people that were there, they had a great time and walked away smiling.

MXP: On that note, live television is a real challenge to produce and I could see different things going on behind the scenes. I don't think a lot of people

realize what a challenge it is to produce an event live on TV like that.

PRATER: It definitely is a challenge, especially when we focus on producing a live event as well as a live television broadcast. Typically your focus is on one or the other, so when you are there at a live event and they are focusing only on a live television broadcast, your experience isn't going to be the same; you'll be holding from 30-40 seconds or up to 10 minutes at a time while nothing is going on, while we strive to make it just as exciting if you're there live as it is on television. It is definitely a dance between live TV and the event, especially with some of the variables we encountered like the lap times. We also had the Best Trick competition, which was great, but again it was (for lack of a better term) a crapshoot. With live TV you never know if you're going to have an injury or something, and you're going to have to hold, but that's the way it always is with live TV. The crew we have, with their supercross experience, are top notch professional guys and we've done it so often that we know how to work together and make it work. With the Monster Energy Cup being a whole new deal and a whole new format, it was a challenge, but we got through it and it was fun.

MXP: Heading into the 2012 Supercross season, how do you guys plan on going above what you delivered in 2011? The racing was the best I have ever seen.

PRATER: It's not impossible to top it, and I think it's going to be a great year. It definitely has the potential to be just as good if not better. I think the key is keeping the riders healthy. The top five guys – Villopoto, Reed, Dungey, Stewart and Canard – are right on each other and all five of them think they can win, so I think it's going to make for some great racing. I am excited about it, and it's kind of funny but I can't wait until 7:30pm on January 7th! The gate is going to drop and a whole new year is upon us. It has potential with all of the new variables: Dungey on a KTM, Stewart to JGR, and Canard coming off of an injury. I know there is a lot of pressure coming off a season like 2011, the greatest season ever, and heading into 2012, but that's the goal just to make it bigger and better every year.

MXP: The tour is coming back to Toronto this year, which as a round seems to be getting stronger each year. It's a lot of fun to see the series come back each season. Talk about your experiences coming to another country to run the event.

PRATER: I love Toronto. It's always been a great round and like you said it's been growing steadily every year. The goal is to continue to go to Toronto and visit Canada, and this year it's pretty exciting. We are going to be doing a Friday night track walk sponsored by Monster Energy, and fans are going to have the opportunity to come down and walk the track. We're going to have entertainment there as well, and Monster Energy will have their pit display in one of the end zones; it will be exciting. We'll do that and give the Canadian fans a little extra love, and then Saturday go right back at it.

Toronto has an amazing floor. It's not that much larger than your typical stadium, but with the seats being elevated so much higher in one end zone, we can do some larger obstacles in that area. The track always seems to work out, and the dirt has improved exponentially, which has been a challenge in the past with it being winter when we come to Toronto. I don't know what it is, but I love going to Toronto. It's an exciting place to be and like you said is the one truly international stop on the tour.

MXP: I've noticed as well that for the first couple of years, teams and riders weren't totally keen on crossing the border to come up, but now the teams have sort of accepted coming to Canada to give Canadian fans a sampling of what is going on south of the border.

PRATER: I think it is just like anything, when something is new and different people get nervous especially when it comes to crossing the border. Now that it has been a couple of years, they are veterans of the entire process. We do help them out with their Canadian crossing; one broker handles the majority of the teams as well as Feld. Most of the teams, like you said, when we first started going to Toronto and to Vancouver back in the day,

PHOTOS BY FELD MOTORSPORTS
AND RICH SHEPHERD




they were just nervous. Now they have all embraced it and it has become their favourite stop on the tour.

MXP: Now that we've got the border crossing handled, how do we go about getting some Canadians to line up?

PRATER: If I knew that answer, I would have them there in a second. My goal is to have some Canadians line up for next year's Monster Energy Cup. I had a little bit of a late jump on the first one since we didn't decide we were going to do the event until May, but I invited the top 5 MX1 and MX2 guys from Canada to race in it, but it didn't materialize. Colton almost came down (we talked a couple of times), and he was working on a ride, but it didn't come to fruition. I think with getting out in front of it a bit more for next year and people actually seeing the track (and that it isn't a full on supercross track) they are not as intimidated. I think we will see some Canadians and Europeans at the Monster Energy Cup next year. I would love to see some Canadians show up in Toronto as well, but so far it hasn't happened.

MXP: Thanks for taking the time to speak to us Dave. Now to wrap it up, for people who want to get tickets or follow you guys a little bit closer throughout the year, what is the best way for them to do so?

PRATER: They can go to www.ticketmaster.ca for ticket details. Right now there is a special Pizza Pizza kids' discount on where they can get their tickets for \$15.00 (limit four per adult) so they should take advantage of that. For the series info, results and updates they can check out www.supercrossonline.com. Thanks Brett. 



INTERVIEW

[TROY LEE] BY BRIAN KOSTER PHOTOS SUPPLIED BY TROY LEE DESIGNS

W

e all know the motocross industry is a pretty tight knit group of what I would call hard core individuals. And though the sport is always growing, as far as enthusiasts go, the heavy hitters of the industry seem to remain somewhat consistent. The apparel end of the sport has a few companies that have managed to weather all storms and remain synonymous with the sport. Sure, many upstart companies have come and gone, and some remain in the mix, which is cool and helps keeps things fresh, but it's the bigger companies that have an established place in motocross history that really help to drive the sport forward.

One such iconic company is Troy Lee Designs. Situated on a beautiful 4 acre facility in sunny Southern California, the head office looks more like a mountain ski lodge than a helmet painting Mecca/ Off-road motorcyclist design centre and race shop. Troy Lee is one humble dude with roots that run deep in speed and our sport. His Granddad raced cars at the Bonneville Salt Flats, and his father, who was an artist, also raced boats and motorcycles. For young Troy, who was basically born into it, loved the action and excitement of all this burning fuel. By age twelve his family bought twenty acres in Northern California, which is when he started to ride his own bike in the hills and, like his father, painting helmets. His Dad would paint helmets during the week and deliver them to the guys at the races on weekends. He took it a step farther by painting his race boat as a form of advertising. His Grandfather ended up buying a Honda shop, which helped Troy turn another corner for his love of motorcycles and motocross. Troy became a fast local MX racer and by fifteen years old was making money painting helmets. Shortly thereafter, he also turned Pro and started racing the US Nationals as a regular top twenty guy, making money at the races, and chasing and living the dream! Very respectable I must add, something that I believe gives Troy an additional edge in his business endeavours and passion today in the Motocross world.

A few years later, the top MX Pros wanted Troy to paint their helmets, which is when he started making flexible visors for motocross. In those days it was pretty much the open face helmet variety with a fixed dome snapped hard plastic visor. His first visors were worn by the heroes of the day like Jeff Ward, Johnny O'Mara and Danny "Magoo" Chandler, who of course also wore his painted helmets. Funny thing is he started to vacuum form the plastic visors in his Mom's kitchen oven using the household vacuum cleaner to create the needed suction until she kicked him out due to the excessive fumes the plastic generated. Each year he started doing a little more to perfect the line, and as Troy states "much like today, ya know, just a few more helmets, a little more gear, a little more clothing and outside projects with Honda, Hot Wheels, Lucas Oils and Oakley".

A lot of these outside design projects were born out of his race team and doing joint ventures with his team sponsors, which is pretty cool and seemingly a natural progression. Troy Lee Designs also paints many famous car racing and road racing stars' helmets, and is very well known and respected in many different racing circles. I was lucky enough to catch up with Troy, with the help of Troy Lee of Canada's Derrick Farthing, after Colton Facciotti's foray with their 450 Honda team at the last US National. I've had the pleasure of interviewing Troy at his headquarters in the past for the show I hosted called "MX Culture", and he was as much a class act and gentleman then as he is today. With a charming, easy going demeanour and his SoCal style and drawl, the following is my interview with the man himself, Troy Lee. I hope you enjoy it as much as I enjoyed doing it!

BK: What was the collective decision to start a race team in the first place?

TL: Um, well, I been sponsorin' guys for a while and I was just, ya know, we were getting' kinda beat up by some of the bigger companies for gear and stuff, ya know, and we got a couple of shots at it. Steve Lamson did a privateer thing so we helped him out. Then me and Wardy (Jeff Ward) started racing Supermoto along with Jeremy McGrath when it first started, and really that's where it started. Wardy

wanted to do Supermoto and I wanted to get back, and it was time for me to doin' some racin' at the Pro level, ya know, and Jeremy wanted to also. So we did that for a couple of years and hired Doug Henry and Chris Fillmore, Cassidy Anderson and David Pingree. We won the X-Games and some Championships. That gave me the foundation to go... you know, what, let's do this. The economy started to get a little bad and Supermoto kinda went by the way side and Honda didn't want to support it anymore so we went to Supercross, man. It's right here on our back door, the first four or five rounds, ya know. We just did Supercross West with the Lites bikes, and the next year we said "Let's try outdoors here too, and let Supermoto go" cause we were sellin' a lot more motocross gear. It's a lot bigger sport than Supermoto was at the time for the investment so our dream was to get up there and run with the big boys here. Last year we were fortunate enough to win our first two Supercrosses, ya know, and beat everybody so that was huge for us.

BK: What's the plan for the 2011/ 2012 season?

TL: Pretty much the same thing. We haven't decided totally on a 450 rider yet for outdoors yet, but we're gunna do West Coast SX Lites and all the outdoors.

BK: Who are your signed 250 SX riders?

TL: Christian Craig, Travis Baker and Cole Seely.

BK: That's a solid team. What are your plans for outdoors on the 450, a two man team?

TL: (pause) I haven't decided that yet...we will see how things play out. We're talkin' to a few people here right now, some Europeans and stuff, so we will see when the final budget comes together what we will have to play with.



BK: And how is the relationship with Honda going? I know you started with Honda and are still with them.

TL: Oh, they're awesome. They have been really great! They kinda questioned me when I first started. They wondered why a clothing manufacturer or even a helmet painter would be running a race team. I replied "What would a helmet painter be doing making clothing?", and that was the first step (laughing) So this is the next step!

BK: What are the biggest challenges you've found with running the race team?

TL: Ummm (long pause) I don't know...I love it. The biggest challenge is probably trying to step away from it. We have a large facility, but my biggest problem is trying to stay out of that race shop, ya know. It's one of those things that you can always make a little cooler and a little better, but ya have to draw the line, ya know. We had the Steve McQueen bike for Washougal this year, and I'm already working on the graphics for next year. We have some really cool looking bikes the way it is, and it's really cool being able to dress the guys from head to toe, be in charge of the whole situation, try to do a really cool hospitality, and try and keep making it better every year, ya know. We bought a dyno this year and are doing more and more testing now. The race team is kinda like a drug. It just keeps sucking up money, and you can just keep spending it but ya gotta know when to stop.

BK: Cool! So with the dyno, does that mean you have your own engine builder now?

TL: Yeah, Matt, our main guy that's been around here for nine years, does all our motors. He works on the development with Pro Circuit, but we do all of our own stuff in house and we're working with Showa on all the testing. Pro Circuit does all our suspension, but to be the best at what you do, you gotta put the best resources in place.

BK: Do you think it makes things easier doing it in house?

TL: Umm...(long pause)...yeah, I think so. I do everything that way from catalogues to designing to everything in house cause I do think if you get good people and invest in them they will stay with you for a long time. That way you have a little more control than using someone on the outside because they are doing it for someone else too. You have to be a little more secretive like a Penske or a McLaren, and ya know, control the situation and make changes quicker. ➡



BK: You have the Supercross team. What was the motivation to go outdoor racing?

TL: I think it's still where the hearts are, where the real true fans are. I think pretty much anyone that walks into a National has a motorcycle at home, and those fifteen to twenty thousand people are your core people, ya know. Plus I was never a very good Supercross rider. I've been a halfway decent outdoor rider and to be able to go ride that track then put your team out there is really cool. I think outdoors takes a lot of heart and soul like the Tour de France, where Supercross is more about timing and finesse, which ya can't take anything away from it, but the outdoor thing is just more about true grit.

BK: Great answer. I hear ya loud and clear! Well, now the million dollar question. Being a Canadian magazine, everyone in our country had their eyes on Colton Faciotti and the Troy Lee Team at the last two Nationals, and everyone was so stoked you gave Colt a chance. How did that all come about?

TL: I talked to him on the phone a couple of times and Derrick Farthing, our distributor in Canada, is friends with him too. A lot of things just felt right. I kinda run the company by the seat of my pants here, and Derrick was pushing for it. Canada's been a really good/great country to us and I really like the Canadian people when I go up to Whistler for the Mountain Bike Races. We had an opening and he seemed real interested. Of course he's been keepin' an eye on us and any time there's a hole he's made a phone call, which, ya know, I love that. He was like "Dude, I'm watchin' and I want to be there". So for us to give him the opportunity was great for us and definitely I think it was great...I think really good for him; he rode amazing!

BK: So there had been some discussion prior to Christian Craig getting hurt?

TL: Yeah, we've talked to him quite a few different times over the years here. It's hard to just fly someone down right away and just throw them on the bike, but it worked out this time that there was just a little bit of time for him to come down and get

our mechanic used to him. We still had to rush it, ya know. It was not perfect. I think it's getting to be more and more of a team sport where the mechanic knows what's going on, ya work with a suspension guy, and ya know the powerband is different for different riders and all that kind of stuff. But he did amazing with the little time he had and he's a really, really good person.

BK: I'm so glad that's recognized because you know how much time and testing goes on. For Colton to step off the Yamaha and step onto the Honda and do as well as he did, I think you can see with more time and testing he could possibly improve and do even better on that bike.

TL: Yeah, for sure, for sure.

BK: Is there a chance Colt might race for you again in the future?

TL: I hope so, yeah, it would be for the outdoors here. We are still working on the budget for this year so we can make some decisions. We have already signed Christian for two more years, but haven't figured out which classes he will ride. Personally I would love to see if we could have two 450 guys, but you have to be flexible in this sport. We will have to talk to Colton, and my guys (I can't do everything around here) will have to see where his head is at. We need to talk with Ben Townley to see where his head is at, and there are some other possibilities out there too.

BK: Well, that's really encouraging for sure. I know you have had some great, young riders on your team over the years who have gone on to factory rides. As much as that must hurt, it must feel good knowing you had the eye for talent.

TL: Yeah, we have an investment in some younger kids here. We had Josh Grant and Eli Tomac, Billy Laninivich; quite a few guys, and we didn't want to hold them back so that's why we wanted our own team too. We want to build a number one team here so they are begging to be on our team, ya know.

BK: Back a number of years ago, you hired Gavin Gracyk who had a rich history in Canadian Motocross when he was in a real bad place struggling with the long, painful death of his father and the sudden death of his fiancée. Was that just a coincidence, or did you feel this underdog kid had a legitimate shot and needed a break when he was at his worst?

TL: Yeah, I think it works both ways. It's always good when you do something and you feel really good about it. That's what makes ya sleep good at night, ya know. And with all the Factory teams out there,

we always have kinda been the underdog ourselves. When we first started with Honda we had to buy bikes and parts, and prove to them that we could pull this thing off. Each year has been a little bit of a step so we have been dealt the guys that didn't quite get the factory ride, but it's been amazing that we have been able to get the talent that we have and be able to move them forward. Last year man, I swear to God, I cried, man. We won our first Supercross in LA and there's no better place to do it than in Dodger Stadium. We work a lot with Hollywood and all that kind of stuff up there so it was amazing. My kids and my wife are the biggest thing on my list, but winning there in front of everyone was a step in the right direction man (I could hear the elation and excitement in his voice reliving that moment). It was cool being able to walk over to Honda, the handshakes I got that night, and to see Cole Seeley's face was just like - YES!!!. The mechanics, ya know, it's somethin' we had been dreaming about for like the past nine years. It's another step in the book, ya know.

BK: That's incredible! Do you feel there is any stigma in American motocross when it comes to Canadian riders? It seems some of the Australian and even Euro riders are buttered on both sides, but it has been a struggle for Canadian riders. Dave Gowland lobbied hard for Darcy Lange then he got sick with Lymphoma, and then Dean Wilson till he defected to Scotland (both laughing). Is there anything that you are aware of there?

TL: Nah, really a lot of it probably has to do with, a little bit in my mind anyway, is ya can ride down here 24/7, ya know, and there is so many people doing it down here. I just rode Pala on the weekend with my son, and it was just like so many people out here are into it that I think that's what it comes down to; just the sheer numbers and the odds of finding a champion are greater.

BK: Yeah, I can see that. When you go practising down there on any given day you are on the track with huge stars and household names of the sport.



INTERVIEW

[TROY LEE]



TL: Yeah, it's like the 91 Freeway (laughing)...and all the factories are down here and so many tracks and variations of tracks and terrain. There are Pro tracks and Supercross tracks. It's easier to become a champion here, I believe, because there is so much. It's never just one thing that makes a champion too, it's the seasons, and it's the tracks. All the brands have their teams here. I think it's easier to get rides and it all just falls into place.

BK: So I guess for a young Canadian up and comer that wants to get somewhere in the States, it's best to pack up and move to Southern California?

TL: Yeah, just like Dean Wilson did. We used to sponsor him.

BK: Yes, and so did a lot of Canadian companies (both laughing), but exactly, that was a concerted family effort. They chased a dream and thankfully for them they realized it.

TL: If he stayed in Canada it probably wouldn't have happened.

BK: Yeah, you're probably right. Everyone in Canada was abuzz with Colton competing at the last three US Nationals, and I know that your stock has definitely gone up a notch here (Troy pipes in a big "thanks"). With what you did with Colton and to see this occur was amazing. I spoke with Colt at the Montreal Supercross about his stint with your team and he was saying how great the whole experience was. You must have been pretty stoked watching him because he was right up there for a while.

TL: Oh, first lap I was screamin' man. That was just amazing. I'm like "what a start, bitchin' man". It's always the little things that really stick with you, ya know. It was cool to see all my Canadian friends texting me, just goin' "Yeah!!! Thanks Troy". It just brings a tear to my eye. Then the funny part was half my friends down here that were from Indy Cars or somethin' else who don't follow the sport were just goin' "Who is this guy, where'd ya find this guy?"

BK: Well Troy, that's awesome. I want to thank you for your time here today, and wish you all the best with the team and all the hard work you guys put in!

TL: No, thank you. All the best back. 



GONE BUT NOT FORGOTTEN

BY KEVIN MCGILL

As the 1960s were ending a new sport was sweeping North America - motocross. The Europeans had crossed the pond to put on their MX clinics. Bruce Brown's masterpiece movie "On Any Sunday" was released, and the golden age of motocross had arrived. In the early 1970s, the big four were not that big yet and a rider had dozens of competitive brands to choose from. The bikes were from England, Spain, Italy, Sweden, Austria, West Germany, Czechoslovakia and Japan. At that time the USA was a nation with great manufacturing might with a long history of producing street and utility motorcycles for its home market. Therefore, it would seem perfectly logical for an American company to cash in and build a motocrosser for North America's growing number of riders. Many companies tried and failed, the most recent being Cannondale. But long before that there was Rokon, Yankee, and Ammex; all three made very interesting attempts at producing a domestic motocrosser.

ROKON

If ever there was a dirt bike that embodied clichés such as revolutionary, innovative, and thinking outside the box, it would have to be the Rokon. In the 1960s, New Hampshire based Rokon brought the Trail Breaker model to market. This two-wheel drive, tractor-tired, suspensionless contraption was less a dirt bike and more a two-wheeled go anywhere ATV with a trailer hitch. It had a mechanical power take-off to run auxiliary equipment, rims that could carry extra fuel, or, if left filled with air, would allow the bike to float. That weird model was successful enough to allow the company to develop a more conventional dirt bike, well, at least it may have looked conventional from a distance or in very poor lighting. Their model line up would start out with a dedicated enduro mount and a street legal version, and eventually branch out into motocross. The Rokon's most striking feature was the one-piece cast magnesium wheels. It also featured front and rear hydraulic disc brakes. This is, of course,

common practice today, but unheard of at that time. Then there was the matter of propulsion. A Sachs motor (not the familiar 125 Sachs) handled this task. Rokon employed a 335cc Sachs snowmobile engine, pull start and all, with a gearless, clutchless, continuously variable transmission.

Rokon may sound like the name of a monster in a Godzilla movie, but it was manufactured in the U.S.A. Ironically, the Trail Breaker has survived. But like disco music and the pet rock their other models would not make it out of the 1970s alive. The Rokon was a good motorcycle, but as open class bikes increased their displacement, horsepower, and decreased their weight, the Rokon became an underpowered, overweight oddity at a premium price. Not a good combination as the bikes from Japan exploded onto the scene cheap, light and fast. It's human nature to be fearful of the unknown and to find comfort from the normalcy of such features as gears, kick-starters and clutches. In the end, the Rokon may have been the perfect answer to a question no one was asking.

YANKEE 500 Z

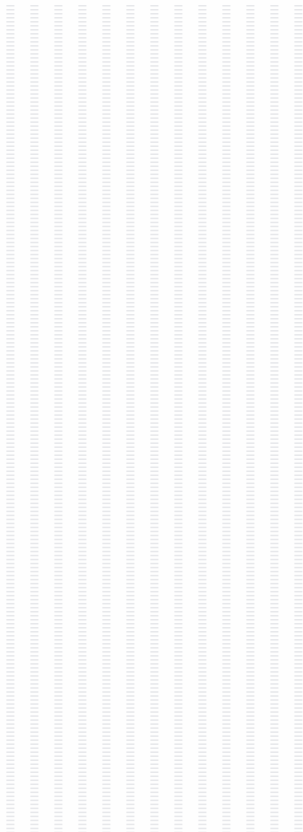
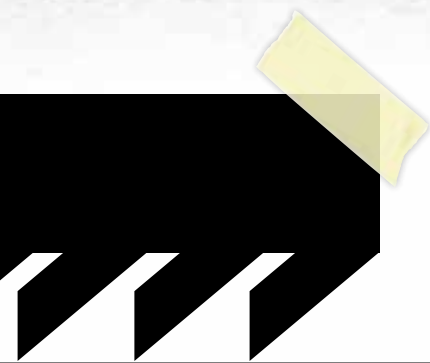
A lot of time and effort was spent developing a new type of dirt bike that would eventually and unfortunately prove to be as unsuccessful as it was unconventional. Five years of development, with much input from Dick Mann, would ultimately result in the Yankee 500 Z twin. The concept had its merits; one platform that could be used for all types of off-road riding and racing (with perhaps the exception of trials). But in reality the end product was a very heavy, very expensive machine that wasn't that fast or good. The focal point of this bike was its 488cc twin cylinder 2-stroke power plant that was essentially two Ossa 250 motors mated side-by-side at the crankshaft. If one liked, it could be set up for the cylinders to fire in opposition or simultaneously. Other interesting features included a disc brake on the rear wheel (seems it would have been more effective on the other end) and exquisite, forged aluminum triple clamps produced by Smith and Wesson. At 360 lbs wet, 40 horsepower on tap, and a whopping price tag of \$1500. Perhaps if the Yankee had come to market in the late 1960s when it was conceived at a reasonable price, it may have made an impact. But by the early '70s the dirt

bike world had moved on. Husqvarna must have realized this, they had been experimenting with a twin 500 that weighed well under 300lbs, produced over 60 hp and won at Baja. However, Husky made the decision that production was not viable. Further validation of the single cylinder concept was later embraced by Yankee as they diverted resources to the development of the 456cc two-stroke, single cylinder Yankee X - a bike that produced similar power to the twin in a package that reduced the overall weight of the machine by nearly 100 pounds. The X was slated for release in 1973 but never materialized, and ultimately the Yankee brand ceased to be.

JONES/AMMEX

Our friends south of the border may not readily pop into one's mind when pondering the long ago days of leathers and Woop-Dee-Chews, but in the 1970s, Mexico was indeed a player. The Acer Mex Company in Mexico established the Carabela brand in 1964. The early bikes were essentially identical to the Italian Minerelli. By the turn of the decade, off-road bikes were developed with more of an eye on the market in the north. Their early bikes made no remarkable impression in the U.S. Carabela's development of small displacement motocross bikes continued into the early 1980s with little success. The Mexico market was oriented more towards cheap street transportation than racing. In 1985, Yamaha bought Carabela.

The other Mexican dirt bike to venture over the border was the Cooper. There was nothing remarkable about these machines, but they did work and the Jones family knew the potential. Gary Jones had already developed and ridden Yamahas, Hondas, and Can-Ams to success, winning multiple national championships. In 1975, Gary injured his leg and Can-Am bought out his contract for \$70,000 providing the seed money for the dream of the Jones brand. Gary used the funds to buy out Frank Cooper's motorcycle company.



Jones had a simple, straightforward business plan - he would design, develop, and manufacture the world's best bike and then market it by racing to victory against well established factories possessing nearly limitless resources. What could be easier? The Ammex Company, as it would be called, nearly pulled it off. The bike itself was competitive and well built. It has been described as a Maico/CZ hybrid with a little YZ thrown in for good measure. The bikes were built in Mexico with 68% Mexican content. But realistically, it must be considered an American effort and the Jones family may very well have succeeded if not for the massive devaluation of the Peso. This drove the company into premature bankruptcy.

These bikes and others like them were the product of small groups of motivated individuals as opposed to today's large corporate entities. Although considered failures in their own time, they have finally obtained a measure of success in the collector and vintage racing market. These bikes are now prized artifacts from a time when the formula for a winning motocross bike had not become standardized. So get out there and search those barns, sheds and garages. Pieces of rusting history may still be out there, waiting to be saved.

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rear shock	outer bearing, middle bolt	holder, fuel tank bandage	anti-hot rubber, rear side fairing
linkage, suspension	guard, air filter rubber	spacer, fuel tank fairing	filter net, air filter
linkage, swing arm	plate, duct fitting air filter	bolt, seat	element, air filter
guide, chain	holder, filter element outer and inner	fixed nut, rear fender	clutch lever with carburetor ventilate switch
chain guide insert, rubber	sub-frame	tensioner	guard, caliper, brake, rear (protector)
plate, chain guide	hub protector, front	bracket, brake hose,	guard disc brake, front (protector)
brake assembly, front and rear	guard, fork.(protector)	spacer front fender	guard disc brake, rear (protector)

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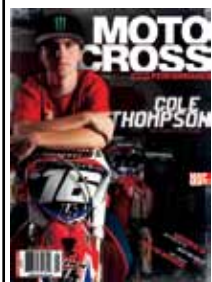


COLE HAS DREAMS OF SUCCESS, AND
KNOWS THERE WILL BE GOOD DAYS
AND TOUGH DAYS AHEAD.



BY RYAN GAULD

PHOTOS BY
MARC LANDRY



COVER BOY

COLE THOMPSON

CHASING THE DREAM

Canadians always get the short end of the stick when it comes to achieving their goals in the Monster Energy Supercross Series in the US. In fact, I can only name four riders that really made a name for themselves on the biggest stage that motocross has to offer: Ross Pederson, JSR, Doug DeHaan, and the latest back in 2007, Darcy Lange. All of these riders did more than us "North of the Border" fans could have asked for; they made us believers that Canadians can be part of the elite group. These riders did all this work on their own basically (except Darcy Lange who rode for Monster Energy Pro Circuit), privateers, if you will, that chased the dream of becoming a Supercross star. They were already stars in their own country but wanted more from this sport. They took the chances, spent the money, and laid it all the line for the glory of racing the best of the best. Fast forward to present day and we now have a new hero to cheer for this coming winter. A new racer emerges from the cold north to join his past heroes and become a Canadian hopeful in the US scene. Cole Thompson and his family have made sacrifice after sacrifice for the youngest of five brothers to chase the dream. Cole Thompson will turn Pro in 2012 and race the AMA East SX Lites class in hopes of becoming a Supercross Champion. It may not happen this year, but this kid has all the talent, speed, heart and family support you could ever ask for to reach his goals. The 2012 AMA Supercross Series just got a little bit better for all us Canucks. ➤



ASIDE FROM BEING BROTHERS, COLE AND KYLE ARE BEST OF FRIENDS TOO. THESE TWO WILL CHASE THE DREAM OF BECOMING A SX CHAMPION TOGETHER.



COLE THOMPSON

CHASING THE DREAM

I remember the first time I met Cole; it was 1999 at the Raymond National. His brother Justin (oldest of the group) had just come off a huge showing at the 1998 Walton National as an Intermediate and found himself a ride under the Two Wheel Motorsport tent. At this point in time Cole was just along for the ride. He was more interested in video games than becoming a racer. He and I would play games while his brothers raced the Amateur week at Raymond. I'm not sure if he will remember this but I asked him if he wanted to race like his big brothers. He answered, "I don't know. It's kind of scary." As we continued to play games it seemed that the Thompson Motocross blood line would not continue with Cole. However, by the end of the year his father, Kevin, got him riding a PW50 and he has never looked back. I know for a fact that his mother, Lynn, didn't really want Cole to become a racer because of all the struggles and injuries that Justin had gone through. "I didn't think I could handle that all over again with my baby boy," explained Lynn Thompson. Kevin knew that Cole was going to be great. "I could just see in his eyes every time he rode that little PW50 that he was going places. Mix that with all the knowledge his older brothers could give him and it seemed to just happen", stated Kevin Thompson. ➡



I COULD JUST SEE IN HIS EYES EVERY TIME HE RODE THAT LITTLE PW50 THAT HE WAS GOING PLACES. MIX THAT WITH ALL THE KNOWLEDGE HIS OLDER BROTHERS COULD GIVE HIM AND IT SEEMED TO JUST HAPPEN", STATED KEVIN THOMPSON.

44

THE FAMILY NEVER STOPPED WHICH IS WHAT MATTERED MOST. NO MATTER WHAT THE FINISH, THE DOWN TIMES, OR THE NEGATIVE EXPERIENCES THEY MAY HAVE FACED, THEY NEVER GAVE UP ON COLE.

COLE THOMPSON

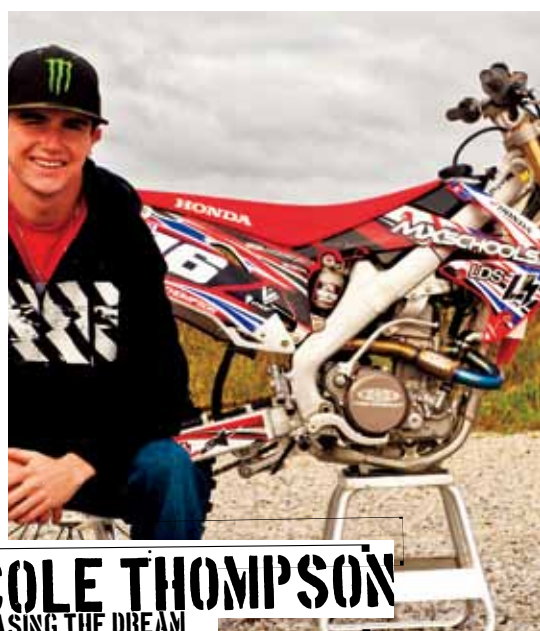
CHASING THE DREAM



As the years passed and Cole got deeper into the sport, the older brother Jason lost interest in racing. Jeff never really made an attempt and the careers of Justin and Kyle were not really going anywhere. Justin had some flashes of brilliance but always seemed to be injured. Kyle was a great racer himself but he could see that racing was not his destiny. His destiny was to help Cole. The bond between Kyle and Cole grew immensely as Cole became older and faster. "Cole really started to get good," explained Kyle. "He caught on to racing so much faster than Justin or I ever did and it was astonishing to see because in the early years he wasn't that into racing at all." Before Cole raced, for years the family always chose the path through the US. It was an obvious choice because they live on the Ontario/Michigan border so it was much easier to race in District 14. In the early years of Cole's stardom they got tons of flack from their peers for not supporting the Canadian scene. "It wasn't a Canada vs. US thing for us, it was just easier for us to race in the US", states Kevin Thompson. "Also, if you want to make a name for yourself in this sport and gain speed faster, the US is the way to go. It sucks to say that, but it is reality. There is just more to offer young racers as far as opportunities go." Canadians learned that every time they saw Cole line up at the Walton Trans Can. There were a few racers that gave Cole a challenge but for the most part he won every year he entered at the biggest race in Canada. He now sits on top of the charts for the most Amateur titles in the 20 year history of the event. ➡



LOTS MORE WHERE THOSE CAME FROM.



COLE THOMPSON

CHASING THE DREAM

There were moments that Cole looked like he wasn't going to make it through to become the great rider he is today. I remember seeing him in 2006 at Lake Whitney and Oak Hill. He was just an average rider out on the track. Thoughts ran through my head, "Why are they spending all this time, money and effort in the US to get 15th place?" That was the time when many people didn't buy into the Thompson hype anymore. The family never stopped which is what mattered most. No matter what the finish, the down times, or the negative experiences they may have faced, they never gave up on Cole. "We didn't care. We just wanted Cole to get the chance", said Lynn. This sport was such a big part of their family for so long, why stop now, right? If they were going to let money be an issue they would have pulled the plug years before. Cole then really

started to turn some heads and the dream of becoming a champion became more of a possibility.

Champions are made at a young age. They believe in themselves before they can speak. Cole is that kind of kid. Back when we were playing video games, he wanted to kick my butt and be the champion. That attitude is what has brought him to the level he is today. He now has many titles in the US but the one that will stick out the most in his career will be his last Amateur title: the 450B Stock class at the biggest race in the world - Loretta Lynn's. All the years of struggle, financial investment, and effort seemed to be well worth it when he crossed that finish line in early August of 2011. It was the final chapter of an amazing start to his career. If he retired he would go out #1, but that's not going to happen. ➡



KYLE THOMPSON HAS BEEN THERE FOR EVERY MOMENT OF COLE'S CAREER. HE WILL BE THERE FOR THE NEXT BIG STEP AS WELL.



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COLE THOMPSON

CHASING THE DREAM

The next chapter of his career starts in 2012. He has already proven that lining up on the Pro start gate is not an issue. It was at his first Pro race in Walton when he led the first four laps before a big get off that was caught on TV. His next step was the Montreal SX where he showed the poise and tenacity of a veteran as he charged through the pack from outside the top ten to finish second. It was amazing to watch this young kid ride with the skill of a Pro racer that had been on the gate hundreds of times before. The next chapter of the Cole Thompson story started off pretty damn good. After all these amazing accomplishments you would think that this young star would land a ride for his first year as a Pro, but the politics of a Canadian racing in the US seems to have kicked in. He will basically race as a privateer when the

gate drops on the East Coast SX in February in Arlington, Texas. "We are a little bummed we didn't get a ride but we are doing this on our own no matter what", stated Kyle Thompson, Cole's mechanic.

For years, the Thompson family has been a close knit group. The older brothers Justin, Jason and Kyle have started families of their own, and Jeff looks be starting one soon. They all live within about ten minutes of each other just south of Sarnia, Ontario. Family is first in the Thompson world. This relates to success, happiness and for Cole's sake, a support staff that will do anything for him to help him achieve greatness. Good luck Cole from everyone in Canada. You're already world class in our eyes!! 



ONE OF HIS DREAMS WAS ACCOMPLISHED THIS YEAR. ANOTHER DREAM STARTS IN 2012.





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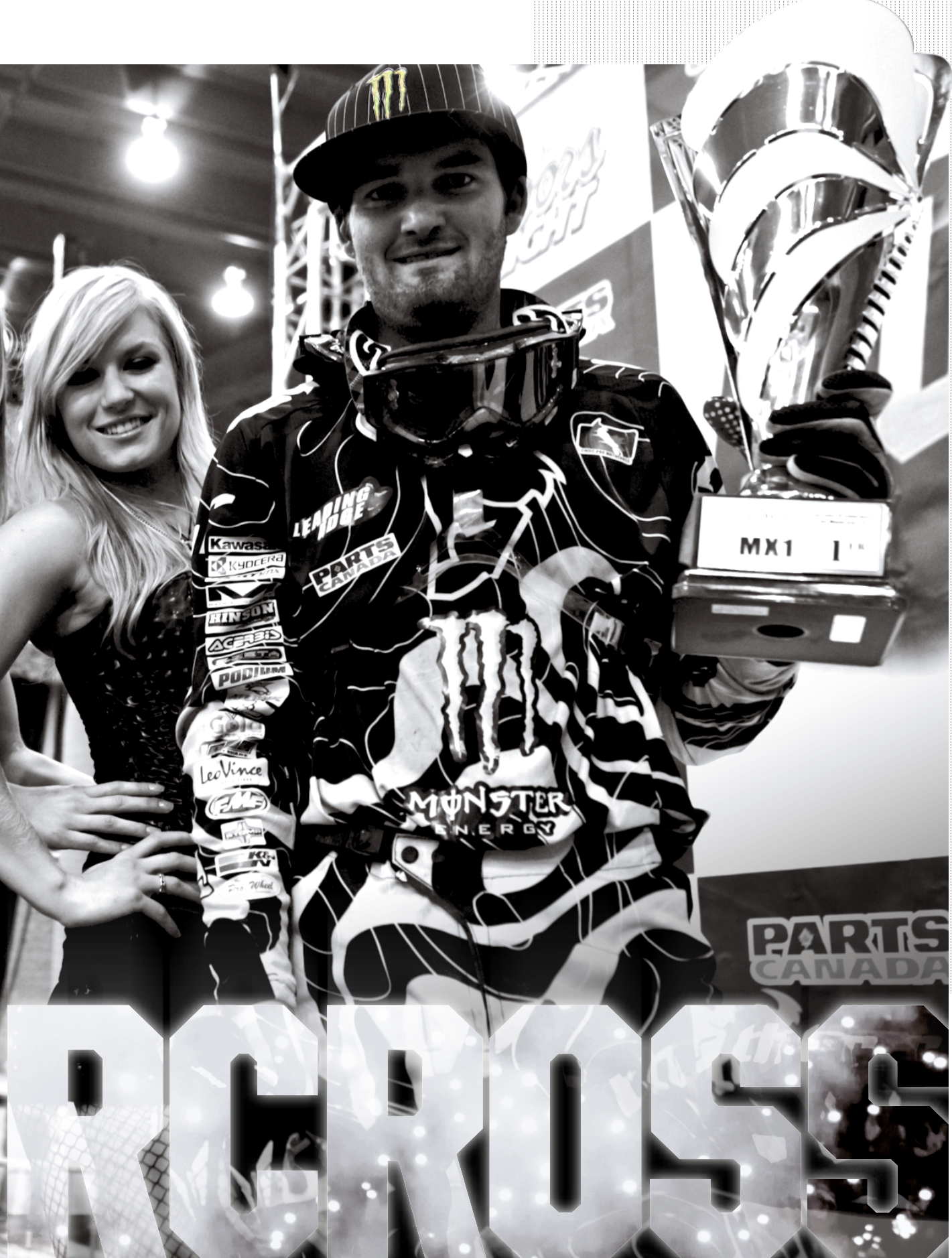
Montreal SX has been around since the late '70s. The event has seen some big changes, great races and stands full of loud, crazy French Canadian motocross fans. In 2011, all of the above were realized once again but this year's event seemed to be even more special every time the gate dropped. There was magic in the air on this Saturday night. It was cold, rainy and just plain nasty outside, but inside it was like a fairytale story for all the racers the fans got to see. Everyone knows that Montreal is one of the best cities to visit on the planet, and the Montreal SX is the best event of the year. The noise, the races, the friends and the fans all make this night one to remember unless you're lucky enough to hit an after party, then everything is hard to remember. This race never lets you down. The Montreal SX is like a best bud; when things are down they're there to give you a lift. The race can lift your spirits and be there for you to make you excited. The Monster Energy Montreal SX was the best friend for a lot of people on this particular evening. ➡

BY RYAN GAULD

PHOTOS BY RANDY WIEBE
AND ROBIN WINDISCH



WHY WOULDN'T MATT
GOERKE BE ALL SMILES?
WINNERS GET THE
GIRLS!



MONTREAL SX

The trip started from Toronto for Zanette, Koster, Travs and I. We loaded up the Super Van2 and headed to the race that always generates stories. The five hour drive gives you lots of time to bench race. This year was no different as tales from past races danced around the van like a four year-old on energy drinks. To the bar! We arrived on the Friday night and made our way out on the town for the evening. Sushi, beverages, laughs, punk rock, and Monster girls: all the ingredients for a good time. There was something in the air that night that made us all feel like this weekend was going to be a special one. Little did we all know as we rose the next morning with headaches and regrets that this particular Montreal SX would make us all remember why we love this sport so damn much.

Saturday was a just a simple day of getting all the logistics surrounding the TV show out of the way. There was a lot of running through the pits, grabbing interviews and stories, and gathering lots of B roll for the show. Like I said before, the weather was awful so it was a little tougher than a normal day for all involved with the ENG crew. The night show seemed to come very slowly. Then all of a sudden, the lights went dark and it was ShowTime. The cool part about the Montreal SX is that it has four different races throughout the night. It's not your typical race – it's a show. MX2, Side x Side, ATV and MX1 classes all race on the same track. There are minor changes for the Side x Side but the other three disciplines race the same track. It's pretty cool to see an ATV jump the 65 foot triple just like the motocross bikes. The show started off pretty normal. The two MX1 heat races didn't have a ton of action but it was exciting enough to get you pumped for the main. ➡

“JEREMY LOOKED IN TOTAL CONTROL AS HE TOOK THE WHITE FLAG, OR SO THOUGHT THE ENTIRE STADIUM AS WELL AS MEDAGLIA.



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MX2 WINNER.

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MONTREAL SX



WHEN THE GATE DROPPED ON THE MX2 MAIN IT WAS KAVEN BENOIT THAT MOVED QUICKLY INTO THE LEAD. LAST YEAR'S WINNER LOOKED LIKE HE WAS TRYING TO DO THE SAME EARLY ON.

As the schedule rolled through it was time for the Main Events. First up was the ever popular MX2 main. This class, no matter indoor or outdoor, US, Europe or Canada, always offers the best racing. These young kids just hold that throttle open for all it's worth and give 110% every time the gate drops.

When the gate dropped on the MX2 main it was Kaven Benoit that moved quickly into the lead. Last year's winner looked like he was trying to do the same early on. Tim Tremblay, Kyle Beaton (who had just come back after a big knee injury), Shawn Maffenbeier and Jeremy Medaglia were in tow, but nobody seemed to want to make any early moves. Then the switch, which only certain riders have, clicked on for J Medags, and the rest of the field became pylons to his amusement as he charged towards the front. One by one he worked his way up to the rear end of Kaven Benoit with three laps to go. A few of his passes were super aggressive but that only made the crowd cheer even louder. You could see the fear in Benoit's eyes as Jeremy made the pass then pulled out a few bikes lengths within one straight away.

Jeremy looked in total control as he took the white flag, or so thought the entire stadium as well as Medaglia. With two corners to go, Medaglia hit a downed rider and hit the turf. Benoit closed in and was about to make the move for the lead but also made a huge mistake and bobbled. The two riders got back going, ran into each other, and both hit the dirt again. The thousands of fans were going nuts, and it seemed the roof was about the pop off the building. Luckily enough, Jeremy Medaglia was the quicker of the two and managed to regain the lead and cross the checkers for a very emotional win. It truly was one of the best races I have ever seen.

You could see Jeremy was so happy when he realized that he had just won the MX2 main at the Monster Energy Montreal Supermotocross. This race started off the main events with such emotion that everyone figured there was no way the remaining races could bring as much excitement. Or could it? ➔

FRUSTRATION ON THE FACE OF KAVEN BENOIT ON HIS RUNNER-UP RIDE.





MX2 PODIUM: TIM TREMBLAY 3RD (R), KAVEN BENOIT 2ND (L) AND WINNER JEREMY MEDAGLIA (M)

MONTREAL SX

Side x Side racing was added to this year's event which replaced Endurocross. This style of racing seems like a hilarious gag of a sport rather than real racing. It proved me wrong as I watched these four wheeled cars bounce around and collide with one another as they made their way around the track. There seemed to be no respect between the racers. It didn't live up to that of the MX2 main but everybody was having a great laugh watching these boys turn the Montreal SX into their personal bumper car track. It was a very entertaining addition to this year's event. Mark Holz took the checkers.

The Freestyle show is always one of the more epic events you get to witness each year. Freestyle is not huge in Canada but when you do get to see a great show it never seems to disappoint. This year the riders got 30 minutes to get all their runs in. Adam Jones was the hired American gun to take down past winner Charles Pages and local hero Benoit Milot. Brody Wilson was also in the mix and his tricks really wowed the French crowd. Ben Milot did his best, but what we saw from Adam Jones and the eventual winner Charles Pages was next level. Jones did backflip after backflip trick combos that amazed the fans. What Pages had up his sleeve to close out the show is what took the cake. The trick he named the "Vault" was so crazy that he needed three dry runs to get the confidence to pull it off. It is hard to explain what he did but it was spectacular enough for the win.

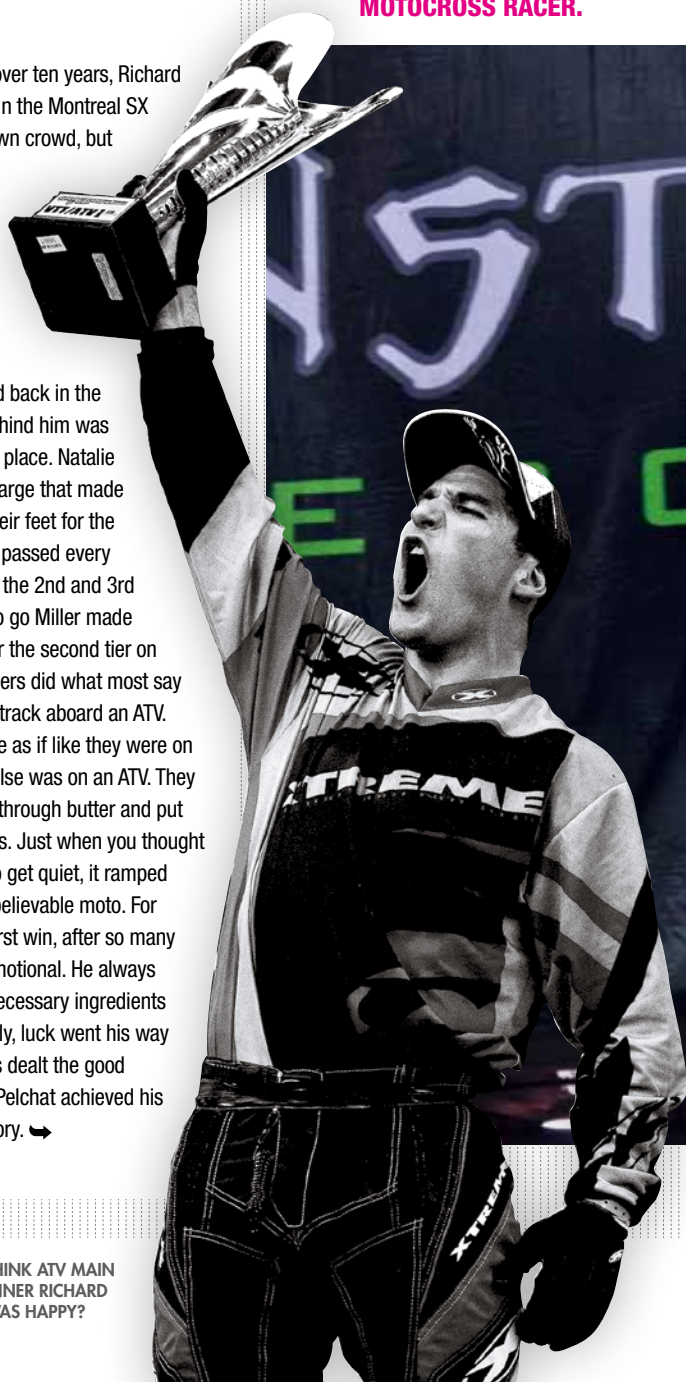
Now for any motocross racer, MX vs. ATV (not the video game) is like Skiing vs. Snowboarding. There is this quiet hatred and disgust between the two, yet they live amongst each other to appease the Gods (fans). I'm just kidding, but motocrossers hate when they have to race after the ATVs.

This year's ATV race may have squashed those crack pot theories of ATV racing being boring.

After watching what unfolded, the heart and determination that each and every guy on a four wheeler has deserves the same respect as a motocross racer. When the gate dropped it looked to be Cody Miller and last year's winner John Natalie who had the jump. Both riders refused to let off and eventually drove so hard into the first turn they didn't make it out, and in the process took down a few other racers. So last year's winner and runner up were down in the first turn.

Enter the drama. For over ten years, Richard Pelchat has tried to win the Montreal SX in front of his hometown crowd, but every year something had got in his way. This year there was no denying him. He made it through the first turn without incident and into the lead, and never looked back in the 12 lap main event. Behind him was where the racing took place. Natalie and Miller put on a charge that made the crowd stand on their feet for the entire race while they passed every rider all the way up to the 2nd and 3rd positions. With a lap to go Miller made the pass on Natalie for the second tier on the box. These two riders did what most say is impossible on a SX track aboard an ATV. They passed with ease as if like they were on a bike and everyone else was on an ATV. They sliced like a hot knife through butter and put on a show for the ages. Just when you thought the night was going to get quiet, it ramped up again with this unbelievable moto. For Richard Pelchat, his first win, after so many attempts, was very emotional. He always believed he had the necessary ingredients to win the event. Finally, luck went his way and it paid off. He was dealt the good hand. Finally Richard Pelchat achieved his dream and made history. ➡

“ THIS YEAR'S ATV RACE MAY HAVE SQUASHED THOSE CRACK POT THEORIES OF ATV RACING BEING BORING. AFTER WATCHING WHAT UNFOLDED, THE HEART AND DETERMINATION THAT EACH AND EVERY GUY ON A FOUR WHEELER HAS DESERVES THE SAME RESPECT AS A MOTOCROSS RACER. ”



DO YOU THINK ATV MAIN EVENT WINNER RICHARD PELCHAT WAS HAPPY?

ADAM JONES GOES UPSIDE
DOWN INSANE.




MONTREAL SX



WHEN THE GATE DROPPED, BLACKFOOT YAMAHA RED BULL FOX CHAMPION DUSTY KLATT SHOT OUT LIKE A CANON TO GRAB THE EARLY LEAD. IN 2006, KLATT DID THE SAME THING AND NEVER LOOKED BACK BUT COULD HE REPEAT THAT DOMINANCE AGAIN IN 2011?

What a night it was turning out to be. Every time the gate dropped the drama unfolded like a Hardy Boys novel. Next up was the last final of the night, the main event featuring the big boys on the MX1 machines. Riders like Dusty Klatt, Robbie Marshall, Jeff Gibson, Matt Goerke, Cole Thompson, Chad Johnson, Jason Thomas, and Tyler Medaglia all had a shot at the win. It was really a toss-up for who could win this last race of the night. The qualifiers showed the players that had speed for six laps but what about fifteen? When the gate dropped, Blackfoot Yamaha Red Bull Fox Champion Dusty Klatt shot out like a canon to grab the early lead. In 2006, Klatt did the same thing and never looked back but could he repeat that dominance again in 2011? It sure looked like it as he pulled away from the rest of the pack. Mixed in the pack were Robbie Marshall, Jeff Gibson, Matt Goerke, Cole Thompson and a host of others. First it was Marshall that made the move into second then Matt Goerke moved up to his rear wheel and made the pass stick. Marshall pushed Goerke all the way to the back wheel of Klatt, while young Cole Thompson was not far behind the Marshall-Goerke train. Goerke closed right in on Klatt and made the pass. From there he didn't look back and went on to take the big win, but behind him there was some unfinished business. With two laps to go Marshall jammed his KTM in on Klatt and Klatt went down. Marshall bobbled just enough for Thompson to slip by which allowed Thompson to move into the runner-up position with Marshall in 3rd. Klatt was not be happy but as they say "that's racing". The checkers waved and Matt Goerke claimed the top prize and an extra ten thousand dollars from Canadian Kawasaki Motors for the victory. Cole Thompson, in his first Montreal SX, would hold on for 2nd and Robbie Marshall 3rd. Another crazy finish to an amazing night.

The night ended with another epic party to close out the year on the 2011 Canadian Motocross season. The next day we had a long drive ahead with cloudy heads, and we chatted for as long as we could about the previous night. You can't go to a race like this and always expect an epic evening; you have to take what you get. Well, this year we got everything and anything a fan could ask for. Thank you Monster Energy Montreal Supermotocross!! 



DUSTY KLATT LED EARLY BUT MONSTER ENERGY LEADING EDGE KAWASAKI US IMPORT MATT GOERKE WOULD NOT BE DENIED.



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DUNGEY AND DECOSTER REUNITE AT KTM



□ INTERVIEW BY FRANK HOPPEN, PHOTOS BY FRANK HOPPEN

Frank Hoppen - When did you sign your two year contract with KTM?

Ryan Dungey - October 1, 2011

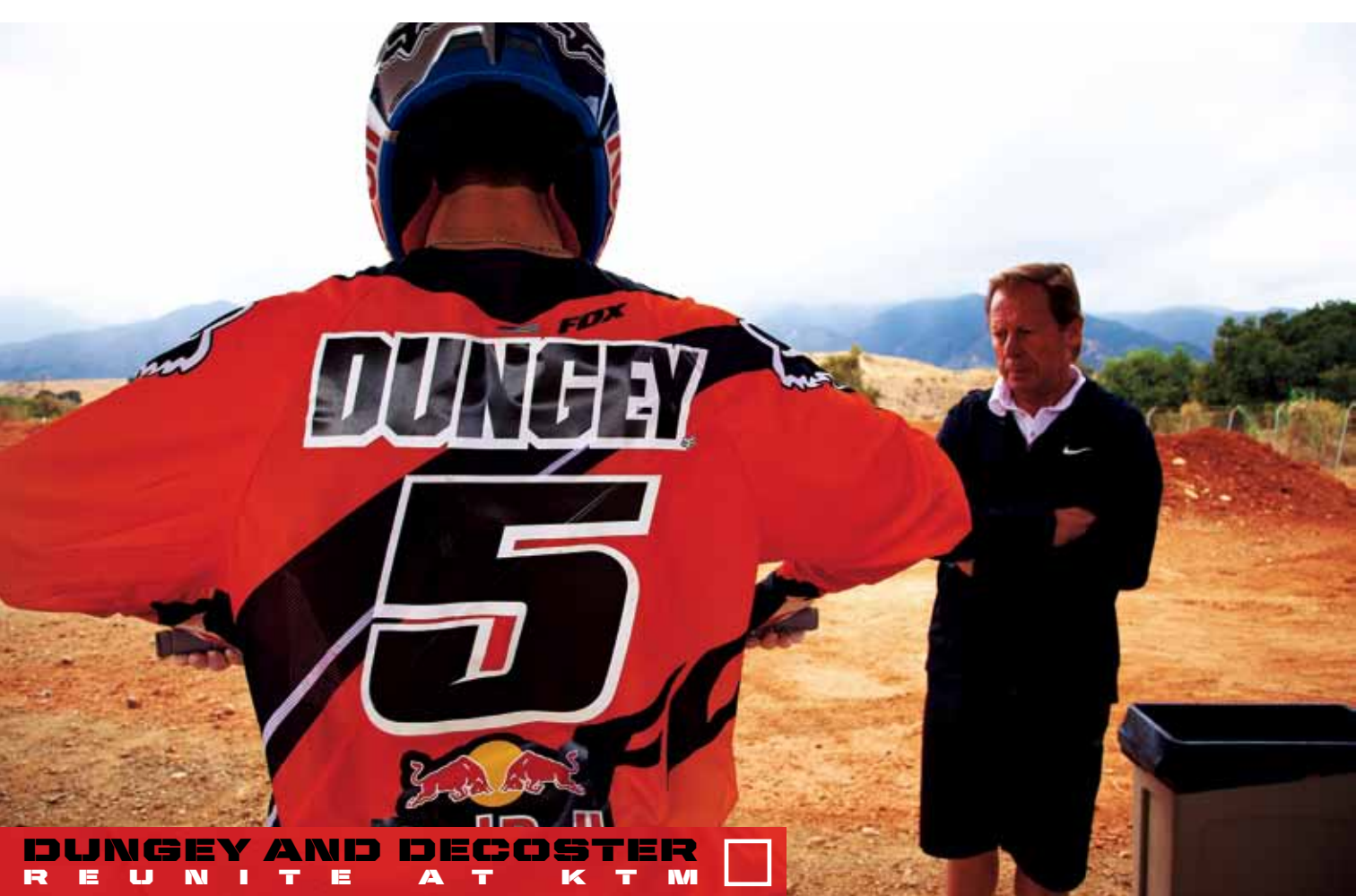
FH - After Roger DeCoster left Suzuki, what changed at Suzuki after he left, and when did you first talk with him about a possible move to KTM?

RD - I started my pro career with Suzuki. Roger and I have worked together there for four years. We developed a really great working relationship; actually more, a great friendship during those years. I was bummed when he left, but we still had a great team. We had a solid foundation that he had built. We tried to do the best we could with the full support from Japan.

We started talking about riding for KTM when the 2012 plans were made, which was pretty much in the summer of 2011. I heard about the big plans KTM had to push the 450 up to the front and was very much interested to be a part of that project; the people around you is very important. I was always looking to have great people around me throughout my career. Reuniting with Roger, joining the whole KTM US Team and receiving full support from KTM's factory were big factors in my decision to switch.

FH - You will ride the new KTM 450 engine that is based on the EXC Enduro. Are you not afraid that the engine is in its first year, possibly unreliable, or more prone to defects?

RD - Every bike is different. R&D and testing is a big part of all the testing our team is doing here. The bikes in Europe are killing everything. I want to be a part of the team that makes that happen here in the US too. I have full trust in the motor and the team behind it. ➡



DUNGEY AND DECOSTER REUNITE AT KTM

FH - When and where did you first test the KTM? Did you ride the 350 and the 450? What were your impressions?

RD - I hadn't done any testing before October 1st, which is when my Suzuki contract expired. Once I did ride the bikes, my decision leaned towards the 450. I really do like the 450 and that was my pick.

FH - In your opinion, what are the biggest differences between riding the Suzuki and a KTM?

RD - It is pretty funny how many factories there are on race day. There is not that much of a difference anymore. I had a lot of great years with the Suzuki, and I already feel good with the KTM. It all comes down to the time we spend to set up the bike, and what we do in testing to see what works good and what works a little better. It is a fine line but it makes all the difference in the world. A rider needs to feel comfortable on a bike. After that, it all comes down to the rider in MX.

FH - Why didn't Mike Gosselaar go with you to KTM?

RD - Goose and I had two great years together. It just happened that things did not

work out that way. I will always respect the guy and we will always be great friends.

FH - Who or what had the biggest influence on your decision to go with KTM? A positive impression of the bike, getting back with Roger DeCoster, or was it just a financially attractive offer?

RD - It is the challenge! KTM is so strong overseas but here they had a hard time to get where they wanted to be. I believe in their bikes and the company. It is exciting for me to be the racer who will put the bike up front. I am a racer and I do this to win races and championships. The challenge to be the first guy to conquer this big step is a huge goal and inspiration to me.

FH - What do your parents think about your move? Do they still have a big impact on you?

RD - Oh yeah, absolutely! When I was racing with my two brothers, we always did this as a family deal. We started this racing thing together and we'll end it together! And yes, they definitely agreed that this was a great move for us all.

FH - You just visited the KTM factory in Mattighofen? What was your impression?

RD - That was incredible! Seeing the whole production line and how they do things there, that was something! And seeing how many bikes they push out every single day; that was something very special! To see the whole facility, how everything works there, and how they welcomed me, that was a very big push for me to make the decision.

FH - Do you know that Ken Roczen mentioned you for years as a role model for him? Now that you are teammates, what do you think of him?

RD - That is funny. I saw him the first time in Florida, I think about 2003. Man, that kid had some speed! Nobody knew of him, he was just this kid from Germany that came over here and kicked everybody's ass. Then he came and left everybody in awe after his 2011 season. Kicking butt in the US and winning the GP title over there; that was a huge step. He has a very likable personality and I am excited to have him on the team! ➔



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FH - Between Villopoto, Stewart, Reed and yourself, what is the most important or strongest value/skill each of you has over the others?

RD - James had pure speed, Chad is very consistent, RV2 is one who is always going to be there no matter what, and me, I'd like to think I have a little of all of these traits; being strong and consistent.

FH - Although you're tough title rivals, it seems you and Villopoto always have fun and fair battles. How is your relationship off the track?

RD - None of us hang out at all, but during the MXoN we had some time to spend together. He is a good kid, and a good person, for sure. On the track we just have a lot of respect for each other, and we see it as a job that has to be done well.

FH - How about the MXoN 2011? The expectations must have been enormous, right?

RD - Oh yeah, everybody expected us to win. After all, we were a real strong team again. It looked a little bit hairy before the last moto, but we went 1-2 and pulled it off again. It is an amazing feeling to get that trophy in your hands. Just being picked, getting support from your country, and being able to race for your country is just something unbelievable. It's a great thing in your life to hope for.

FH - Ironically, when Antonio Cairoli lines up against you US boys at the MXoN, he always falters or has bad luck. What do you think about that?

RD - I don't know, that is something that just happens to him. He has all the credentials to run up front considering he won the title over there again for, what, the fifth time or what is it now? I lost count.

He comes to the MXoN to win and hangs it out. That's what we all do. Maybe he just has bad luck, I really don't know.

FH - Next year the MXoN will take place in the infamous sand of Lommel. How will you prepare you for that?

RD - I do like sand. For sure it's tough riding, but I grew up riding sand. There are some real fast riders growing up in that stuff, but it will just make it that much more interesting.

FH - What are your minimum goals for 2012?

RD - Be consistent, but win both titles, the SX and the MX in the US, as well as get another MXoN victory is what we are aiming for.

FH - Any last words for your fans?

RD - Well, thanks for backing me and understanding that we make changes and go in different directions. It is definitely cool to see that many of you are sticking with us and will go with us all the way. You guys might not know that, but that is something that we really do appreciate and is very important for us! ➡

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DUNGEY AND DECOSTER REUNITE AT KTM

FH - Is the job at KTM the way you imagined it would be?

Roger DeCoster - Yes, pretty much. There are always things you have to work around, this is how life is, but basically yes, it turned out the way I was envisioning it.

FH - From your perspective, how has KTM developed in the USA in the last few years?

RD - The last few years I do not know so much, because I only came to the team at the end of last year. Before, I was very much involved with the Suzuki Team and all my attention was devoted to them. I focused on doing my job there and didn't pay too much attention to what the others were doing. However, last year we had two young riders in SX, but Marvin got hurt before the season started. Once he got back he got hurt again in the outdoors, which was totally not his fault at all.

Working with Ken worked out very well; he had a tremendous rookie year. He has a lot of speed and is so talented. He made a few mistakes in the beginning, something rookies do, but his learning curve was very steep and he won the last race. That was a huge success! In the 450 class, Alessi is never focused very much on SX so we knew he would not be very strong, but we were expecting much more from him at the outdoors.

Andrew Short pretty much got the results in SX I was expecting him to get, somewhere 5th or 6th. At the outdoors, he did not do as well as we had hoped. We had some problems with the bike in the beginning. At the first round it overheated, but he also had other issues. I'm not sure how much it held him back, but if you have some issues with your little boy, that will take some of your

focus away from you. We never really talked about it at race time, but I am sure that affected him a lot.

FH - What goals do you want to achieve with KTM in the U.S. in the next 1/3/5/10 years?

RD - Win, win, win and again win. We have won in the 250 and have shown that we do have what we need to win. When Marvin got healthier, he was up front there as well.

Ken and Marvin are going to win races next year and we are going to be in the hunt for championships. Now, with Dungey in the 450 class, we have the same chance at winning as everyone else.

FH - What other rider would you like to work with in the future (ie. James Stewart)?

RD - It would be nice to have a guy like Stewart. It would be great to work with a guy with his speed. Actually, a combination would be very nice. To have a guy with that raw speed on the same team with Ryan Dungey, that would be really interesting. But the way the economy is now and how the budgets have been cut, I don't see teams happening that way very soon.

FH - What were the reasons for Mike Alessi to leave KTM?

RD - There was no plan to go with Mike again, because we are very much committed to Supercross and Mike is not.

FH - List the strengths and weaknesses of James Stewart, Chad Reed, Ryan Villopoto, Ryan Dungey, Marvin Musquin and Ken Roczen.

RD - James would be raw speed but inconsistent. Chad would be consistent, but also lacks that last push if he doesn't see the possibility of a win right in front of him. RV2 does have consistency as a strength,


but sometimes he pushes too hard and goes down. But we did not see that weakness this year at all. Ryan Dungey is also consistent, but his weak point is his lack of respect for the competition. Marvin is very creative with lines and the way he does the obstacles on the track. His weak point is that he did get hurt a few times. He has not raced many races for us yet. Maybe because of his injuries he holds a little back. Like at the start, if he is not in the front he might hold back a little too much and plays it safe.

Ken has a lot of talent and his personality is awesome. His weak point is that he does not choose enough of what is important and good for him. He tries to be friends with everyone, doing interviews with everybody and helping out where he can. He needs to be a little more selfish with his time and focus on his goal to win races. He has very good race fitness, but can use a little more physical fitness. Then again, he is very young and that will come. He has done incredible stuff already at his young age.

FH - How do you want to prepare Team USA for next year's MXoN at Lommel?

RD - That is a long time to go, but we do already have some great sand riders. Hopefully we have some time between our last national and the MXoN. I think we will take some time to go to Belgium and ride some deep sand tracks there.

FH - How long do you want to keep doing what you do? Is there a date in sight when you will retire?

RD - Well, I feel sometimes a little stiff in the morning, but I still feel pretty good. As long as I feel healthy and like doing this as much as I do, I see no reason to stop. We have a three year agreement with KTM now and if all is well, why not go another term? 

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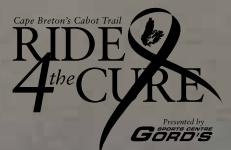
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LOOKING BACK ON 14 YEARS OF CANADIAN MOTOCROSS

Sometimes it is an odd place to be; surviving in a world of racing, surrounded by racers, yet for all intents and purposes, never really having raced before. Sure, since taking on this job I have learned to ride a motocross bike, have raced a few times, but I do not have the background most do in this sport. But I am a quick study, and after working with Mark Stallybrass in the spring and summer of 1997 on TSN's Compete, Mark decided that I was going to be the colour analyst for his new live to tape Canadian Motocross racing series. I said "Pardon" ...?

I would like to think, for me, it may have been one of Stally's best decisions. In an ideal world you would take a motocross racer who has an intricate knowledge of TV production, and from there you build the foundation for

your series. Fair enough. I'm not sure there were too many people around with those qualifications in 1998. Lucky for me, I was eager, seemed passionate enough about the sport of MX, and had a wealth of TV production under my belt. Okay, I was the perfect choice, but when you are starting from the ground up, you always take a few chances...I am glad Stally took one on me.

As most of you may know, I used to be a professional fisherman. I started in the TV production business working with Henry Waszczuk and Italo Labignan, and Canadian Sportfishing. To me this was one of if not the best jobs a person could ever have. I started out as their shipper/receiver, grass cutter, underwater cameraman, worked my way up to bottle washer, then to producer and

segment director, and after Henry and Italo got in trouble with the authorities and separated (yes, like a marriage) I became the co-host of the show with Italo. What a run, and all of this inside of about five years. I thought I had it made. Well, I did.

Going on at the same time, Mark Stallybrass and I connected while I was hosting another TV show called TSN's Compete, which was a magazine format show about extreme sports. I was assigned to choose all of the sports we highlighted, and being a fan of motocross, without really knowing a whole lot about it, MX became two of the featured segments we planned to produce for the 1997 series. We started at the Niagara Falls Arenacross and then went outdoors to an Ontario Provincial race at Auburn Hills.

It was that spring and summer that I met Blair Morgan, Marco Dubé, Ron Ashley, Brett, Chris and Matt Lee, Gaudy, T-Bits, Palms, The Mez; you see where I am going with this list. As mentioned above, it was after Stally saw the finished product on TSN that we cemented our relationship for the future. Flash forward 14 years and we have just finished the 2011 Outdoor Nationals. So here you have it, fourteen years of Motocross as seen by the individual who has watched every second of every pro national moto over that time period, save for one round in Nanaimo, 1999, when I was in Yellowknife fishing for Northern Pike. Oh, the sacrifices we make.

HERE ARE A FEW OF MY MOST VIVID MEMORIES.

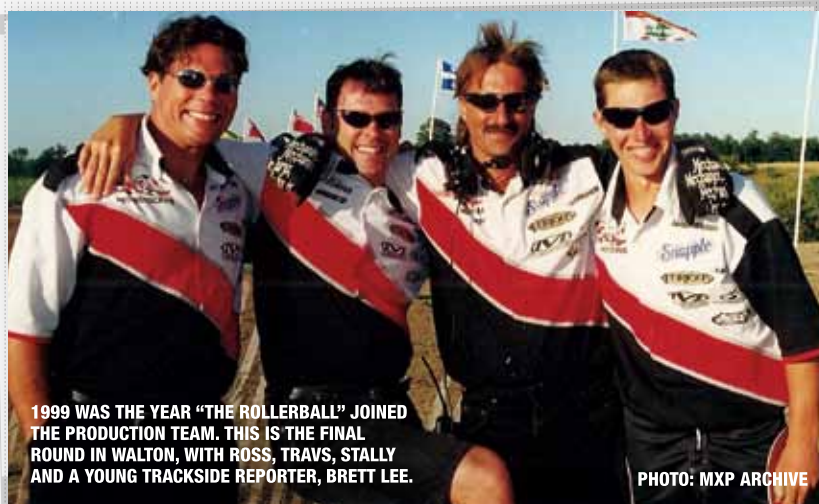
1997 Niagara Falls AX with TSN's Compete show - I actually rode Blair Morgan's Two Wheel KX125 into the arena to open the show. This was of course having never thrown a leg over an MX bike, trying to be cool, and desperately hanging on for dear life, hoping not to whiskey throttle that baby through the rutted whoops. I looked like, a putz!

My first National - The first National race I ever worked on was the 1998 season opener at RJ Motorsport Park. Pyman Productions was doing the field work, and I called the race live on the top of their mobile just to the side of the start gate. The weather was a bit sketchy; windy, cool and rainy, but the moment the gate dropped for the first 125 Pro moto, I was hooked. That was also the first day I met, interviewed and became in awe of JSR.

Working with Eric Hollo - I was lucky, although Stally would laugh at this, to have worked the first season with host Eric Hollo. Now you have to know Eric. He was an enigma. He had great pipes, having come from a radio broadcast background, was the

first guy I met that actually travelled with a bar in his suitcase, did, what I thought at the time, a really good job of calling a race (I realized later, he knew less about racing than even I did), and basically did the heavy lifting for an entire season of live to tape race calling. As I sit back and watch races from 1998, I didn't really say much. I guess I was either watching or learning, or what I said was edited out. Regardless, I do credit Eric for providing a great road map in how to call a race. Thanks Eric.

"The Rollerball" - There are people in this country who know Ross Pederson better than I do, but not many people can say they know Ross like I do. From 1999-2000, "The Rollerball" and I worked as a team calling all but one round of racing. I learned more from Ross about motocross in the two years I worked with him than you can possibly imagine. I was almost brought to tears this summer when I saw Ross in Calgary. He finally looks like Ross again. I consider Ross a lifelong friend.



1999 WAS THE YEAR "THE ROLLERBALL" JOINED THE PRODUCTION TEAM. THIS IS THE FINAL ROUND IN WALTON, WITH ROSS, TRAVS, STALLY AND A YOUNG TRACKSIDE REPORTER, BRETT LEE.

PHOTO: MXP ARCHIVE



BY 2002, GAULDY HAD JOINED THE FREY MAKING THE PERFECT "TRIFECTA". KOSTER ONCE AGAIN HOBBLING BY HIS PASSION, WALTON START STRAIGHT, 2003.

PHOTO: MXP ARCHIVE

The supporting crew - Staying in the TV production theme, I also have fond memories of working with the original Trackside correspondent "Special" Brett "Betty" Lee who was always there when you needed him, followed by Brian Koster who used to do triple duty as the trackside guy: ENG camera direction, pulling cable (in year one), and actual mid-race interviews. That was back in the day when the Mechanix Wear gloves were not only functional, but stylish. I will always remember Brian's first interview with the KTM Team Manager at the time, Darren Piling. What a classic. Ross was unable to make the VO record for the Walton round in 2000, and that is when Fabs stepped into the booth and took over as the "wordsmith" of MX. If not for the 10 plus years of spectacular colour commentating, you can thank Fabs for just about every nickname or euphemism

used at the track. Nice Job Fabs. Gauldy came along as the trackside reporter in 2002 and picked up nicely where Fabs left off making the job his entity and solidifying the trifecta as we know it today. The thing that I like most about Gauldy is his honesty. He works hard, plays hard, and has grown into a true professional. He will, to this day, still get my hard charger award.

The addition of Rob Hill and Hill's Production Services -

The moment Mark brought Hill's Production Services along in 2001 the series took an incredible leap forward in terms of product and delivery. I will never forget watching Rob drive the mobile/bus into the most precarious places inside or next to the track in order to ensure good camera placement, and that damn bus doesn't even have power steering! ➡

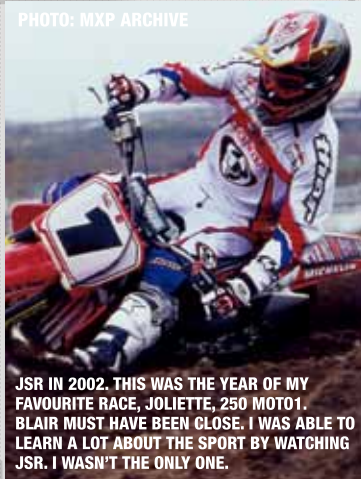


LOOKING BACK ON 14 YEARS OF CANADIAN MOTOCROSS

JSR's first Championship in 2001 -

When the rain tumbled down on Sunday morning of the final round in Walton in 2001, we just knew it was going to be an interesting day. When the dust finally settled, the second 250 moto had been cancelled and JSR was finally crowned Champion underneath the damp Blackfoot Honda awning. He narrowly beat Blair for the title, and was injured coming into the final round. The atmosphere was intense that day my friends. The Blackfoot team knew one of their riders was going to win, so they were as excited as little school girls, even before the day even got started. That was the first of five straight Championships for JSR and Blackfoot, and to this day I remember each and every one of them.

PHOTO: MXP ARCHIVE



JSR IN 2002. THIS WAS THE YEAR OF MY FAVOURITE RACE, JOLIETTE, 250 MOTO1. BLAIR MUST HAVE BEEN CLOSE. I WAS ABLE TO LEARN A LOT ABOUT THE SPORT BY WATCHING JSR. I WASN'T THE ONLY ONE.

The first race I directed – Grunthal, Manitoba, 2000. The 2000 series for me was literally a trial by fire; it was the first year I took over the production. The first few rounds we had a sub-contracted director sitting in the big seat, but since it was a different guy each weekend we were constantly trying to train them to “see” the race. Well, we arrived in Grunthal that season and unfortunately we were without a director. With Stally's urging, I took hold of the ship, and as of today have not let go. That first race was out of control. I'm sure Stally just about fell out of his perch laughing so hard based on how excited I was. I've tried to calm down, just a bit, since then, although the cameramen that day seemed to like it?

MX Des Nations – Budd's Creek. I know there are many that will say if you have not been to a des Nations in Europe then you haven't been to a des Nations, but my first and only des Nations, at Budd's Creek, was a motocross experience I will never forget. Koster and I took my van, a rented pop-up trailer and camped right beside the drag strip next to the track; so many great memories. Walking through the woods to the track on Saturday and Sunday, getting the full VIP treatment for race day, having people everywhere we went recognize us, especially the crazy Welsh MX fans, and of course, getting to watch JSR, Blair and

Colt hold up our honour. It was priceless. I hope the next one is at least half as good as that one. Villopoto was especially good that Sunday...who knew?

PHOTO: MXP ARCHIVE



MY CO-HORT AND I TAKING IN SOME VIP TREATMENT AT THE BUDD'S CREEK DES NATS. BY FAR ONE OF THE COOLEST TRACKS I HAVE EVER SEEN, AND THE ATMOSPHERE...MEMORABLE.

2004 - The Netherlands Grand Prix of MX – Valkenswaard. It was my first GP race and what a beaut. My wife Monique and I took a trip to visit family in Holland, and lucky for me it collided with the second round of the 2004 MX GP Championships. The Valkenswaard circuit is a monster sand track with a bit of elevation, and from the hill on the back section you could see almost the whole track. Everts, Rattray, De Reuver, Heineken beers, French Fries with mayonnaise, beautiful April weather, life was good that day.

PHOTO: MXP ARCHIVE



2004 NETHERLANDS GP START.

2002 SX Opener - Anaheim 1 was my first Supercross race. I went down with Koster and StallyB, who were heading for a FMF Baha ride the following day, so it was off to Angel Stadium for a night of Pastrana and Carmichael. Hanging with Carey Hart and Pink in the press box, taking in the awe of an outdoor SX race in California, life may not have been better. Interestingly enough, the next day I went to Perris Raceway with Rick Sheren and watched Villopoto, Alessi and Brady battle in the Supermini class. Back then you could throw a mid-race blanket over the three of them. I'm pretty sure Alessi won that day, Villi was second and Brady a close third. It was a cool track.

Greatest Moto - 2007 - Sand Del Lee MX1 M2 - There have been a lot of great motos, in fact so many good ones it can be hard to remember all of them, but I think we can all agree that over the last 14 years the best single race was the second MX1 moto at

SDL in 2007. In fact it was so good that it is the only race I kept my VHS copy of the Director's call, including all of the back and forth between Stally and myself. It is a pretty good listen. JSR may have won, if not for the flat tire, Paulie C was pressuring, Gibson was in the mix, Blair was fast early, Facciotti was in the train, but in the end Simon Homans' #4 Yamaha took the checkers. Pull out the DVD sometime, watch and reflect.

Favourite Moto - 2002 - Joliette 250 M1 - Although I listed above the greatest moto of the modern era, my personal favourite will always be the only 250 moto from Joliette in 2002. The second 125 moto was epic due to the amount of rain that fell, all those riders trying to get up the big uphill section, Blair Morgan taking a Ski-Doo Rev out onto the track after the second 250 moto was cancelled due to "lightening" (pronounced light-en-ning), but the three way battle for the lead in moto 1 with Roy, Morgan and

Dubé that led to Roy and Morgan passing each other about five times...epic. It's another DVD that needs to be pulled out and re-watched and discussed.

My First Race - RJ Motorsport Park in Barrie in the "Race with Don (Davidson)", a race for anybody who had never raced before and wanted to try it. Sign the waiver, pay the entry fee and you're in. I was racing on Gauldy's #40 Machine Racing Yamaha YZ250F. I remember being nervous on the line. Gauldy and Koster were out on the track waiting for me to make it out of turn one. I had only been riding a few times so I was very green. First moto, got a great start, came around corner one in about fourth or fifth spot, just about lost it in the whoops (on every lap), went off the track on the finish line doubles, cased the big table top hard enough to shake the filings, but in the end I pretty much finished where I started and couldn't wipe the shit eating grin off my face. Loved it! That led to a few seasons later where I had my most fun race and best battle with Mandy Hadenko in the 125 Beginner class at Dust Valley in SWO. Mandy and I went tooth and nail to the finish, although I think she slowed down a bit to battle with me. In the end, she won.

PHOTO: BRIAN KOSTER



"HE COULD HAVE BEEN CHAMPION!"... MY FIRST RACE AT RJ MOTORSPORT PARK ABOARD GAULDY'S BRAMPTON CYCLE YAMAHA YZ250F. I DID IN FACT GET A TROPHY. WELL, EVERYBODY DID.



IT WAS THAT CLOSE...HOMANS CROSSES THE FINISH LINE JUST A SECOND AHEAD OF CARPENTER TO WIN THE "GREATEST CANADIAN PRO MOTO" OF THE LAST DECADE AND A HALF.

Flying to the Ulverton and Oujé-Bougoumou in 1999

- It was in a small Cessna with Chris Priess of Pyman Productions at the controls. I'm not sure if it was a cost savings move or just a "hey, this might be fun" type deal, but yes, my commute to those two Quebec rounds in 1999 was in a single engine, four-seater plane. ➡

LOOKING BACK ON 14 YEARS OF CANADIAN MOTOCROSS

It had all the makings of a bad movie. The host, the producer, the technical director, and one of the cameramen all crammed into a tiny, single engine plane for a five hour trip (twice!). Almost the whole production crew would have been lost in one fell swoop. Alright, I'll admit it, it was fun. Funny enough I remember listening to the Sabres-Stars Stanley Cup final on my Walkman Radio (that dates me). I kept having to find a new station as we moved out of range of the old one. Funny the things you remember. On the way to La Touque was the night the Sabres lost. DAMN!

Meeting and becoming good friends with Blair Morgan - I have met hundreds of people in my fourteen years with the series, most of which have become good friends, but oddly enough Blair was the first person I ever met. The first event I covered for TSN's Compete was a CSRA Snocross race in Parry Sound, ON. Of course Blair was the biggest star at the track, and most of the show was centred around him. Quiet, humble, funny, Blair was just the opposite of who you would have thought him to be. When I went the Niagara Falls AX, it felt good to have at least one person I knew. I also think Superman is one of the toughest SOB's I have ever met. Cheers Blair! ➡



CALGARY 2004. WITH ROB HILL (MIDDLE LEFT) AND HILL'S PRODUCTION SERVICES ENTERING THE PRODUCTION PICTURE THE SERIES REALLY TOOK OFF. DAVE LOSTRACCO, SHOOTS GAULDY IN A TRACK LAYOUT VIGNETTE.



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LOOKING BACK ON 14 YEARS OF CANADIAN MOTOCROSS

PHOTO: MARC TRAVERS



FINDING OUR WAY AT BUDD'S CREEK. IT WAS ABOUT A 10 MINUTE WALK THROUGH THE WOODS FROM OUR CAMPSITE TO THE TRACK. LUCKY FOR US WE HAD A SIGNPOST HELPER.

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Strapping my underwater camera housing to Brett Lee's helmet - It was in 1997 at Auburn and I had to use duct tape; it always makes me laugh. I saw a picture of it the other day and it looked totally ridiculous. Yet it worked and we got some great footage going off the big step down. My finest podium moment will never be a surprise - It was with Mitch Cooke after he won the second MX2 moto at the 2005 Riverglade National. It was about as moving a day as I can remember, especially after what had happened on Saturday to Brian House. The crowd, the emotions, the cheering, I could barely finish.

The list is longer, and I know there were a few I missed (like Thorney's FMX jumping at the 2000 Nanaimo National while riding for Factory CRS Suzuki!!). Maybe we'll have to revisit this in a couple of years after I conjure up a few more good memories, or possibly make some new ones. For now the list is long, but for sure fun to read. I hope you enjoyed. 

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1979 500CC GP AT MOSPORT

After the 1976 500cc GP at Mosport, the MX GP circus visited St. Gabriel de Brandon for the 1977 round. Unfortunately, I did not cover that event for some reason. Also in 1977, I found a report that the FIM had pulled all of the Motocross GPs from both the United States and Canada for 1978. After talking to a few people, it seemed to be a money and political issue. It was too expensive for the teams to come to North America, and there was no shortage of countries willing to host GPs on the Euro side of the pond.

The absence was short lived because in 1979 the international stars came back to North America. This time Mosport International Raceway again played host.

But things were different. The race for the World Championship had new faces at the top. The number one spot was fought out between Graham Noyce from Great Britain riding on a Honda, Gerrit Wolsink from the Netherlands on a Suzuki, and American Brad Lackey. Former World Champions Roger DeCoster (Suzuki) and Heikki Mikkola (Yamaha) were trailing further down in the points for the first time. Together they had nine World Championships between them including the last eight consecutive 500cc titles. If either of them was going to recapture the crown they would need huge upset victories. ➡

Jim Small (42), Al Logue (14) and Jay Kimber (19) get a good start off the line ahead of Mikkola (1), but only Kimber had the power on his Kawasaki 380 to keep up with the charging Euros at the first corner.

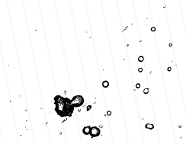


THE RISE OF THE YOUNG

Story and Photos by Bill Petro



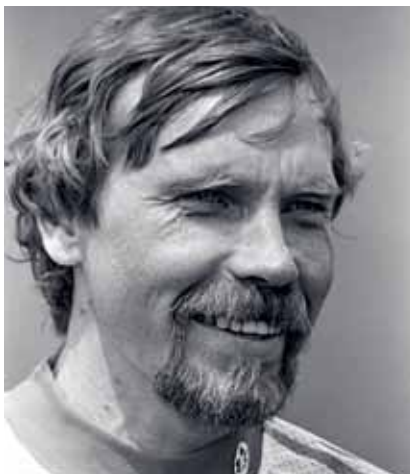
1979 500CC GP AT MOSPORT



The weather was hot and dry, which, with the sandy 1.8 km Mosport track, made it a grueling event. Many of the riders had trouble lasting the full race and dropped out due to dehydration or exhaustion. The complaint that there should be more watering of the track came from most of the experienced Europeans who were used to better prepared tracks. Many of the riders discarded their goggles and facemasks for better visibility. Every time Graham Noyce crossed the finish line an attentive pit crew doused him with water to try to cool him down.

In the first moto, Gerrit Wolsink, who hated these conditions at Mosport, came from behind after a poor start and managed to fight his way back to second place behind Graham Noyce who scored his first victory of the season. Starting the second moto poorly, Wolsink again came from behind and finished ahead of Brad Lackey and Graham Noyce for the moto win and overall. This victory and his overall win the preceding week at the Carlsbad GP in California edged him ahead of Brad Lackey for second in the World Championship points standings.

Points leader Graham Noyce was riding as fast as he had been all year, but his first moto win was his first for the year. The 22 year-old was enjoying consistent high finishes with fast and reliable machinery throughout this season. He could have easily won the second moto too, but crashed late in the race with Wolsink and Lackey chasing, but could do no better than third. At the halfway point, Noyce, who finished seventh in the World 500cc GP series the previous year, was a strong contender for the title. Noyce would go on to capture the 500cc crown in 1979. ➡



World Champion Heikki Mikkola showing good form prior to crashing hard in the first moto, ending his efforts to catch Noyce to get much needed points if he was going to stay in the running to defend his title.



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1979 500CC GP AT MOSPORT

Brad Lackey didn't have a great day and said that the heat got to him. Normally he wasn't that great off the line and Mosport was no exception. In the first moto he started in sixth just ahead of Canadian Jay Kimber and by lap 10 had climbed to seventh. By the end of the race he had moved up to fourth. With a better start the second moto, Lackey tucked in behind Wolsink and finished second, which gave him third overall and 20 points that put him right behind Wolsink in the standings.

The fourth, fifth and sixth positions were taken by Belgian riders Andre Malherbe on a Honda, Yvan Van Den Broek on a Maico, and Andre Vromans on a Suzuki.

Of the seven Canadians entered in the race, Zoli Berenyi Jr. and Bill McLean riding for Yamaha Canada were the top Canadians. Both rode consistently behind the fast Europeans and finished in 8th and 9th respectively in the overall standings for the day. This 8th place finish for Berenyi made him the only Canadian to collect a World Championship point. Privateer Jim Small on a Yamaha finished both motos right behind Berenyi and McLean.

Jay Kimber of Vineland, Ontario was the most visible though. He was the fastest Canadian in qualifying on a specially built Kawasaki that he and Bill Fullerton put together while working at Snow City in Scarborough. It was Steve Stackable's disfigured 380 (he thought it was too peaky) stuffed into a KX250 with Fox shocks. Kimber said that it didn't have a lot of torque, but that might have been why he did so well on it since he was primarily a 125 rider. Kimber had a great start in the first moto and got the crowd going because it looked like a Canadian might finish in the top 10. He found himself behind Brad Lackey in seventh place, continued to show the same vigor he had in qualifying, but wound up struggling in the dust and heat after a couple of crashes. ➡

A: Bill McLean (12) smiles for the camera with a more serious Bob Levy in the foreground prior to the start of the first moto. After crashing and finishing the first moto with a broken front brake lever, McLean struggled with the scorching heat and dust to barely finish the second moto.

B: Yamaha Canada showed up with four of the top ten riders in the country: Zoli Berenyi Jr., Bill McLean, Bob Levy and Al Logue. The only Yamaha mounted international rider was reigning World Champ Heikki Mikkola who crashed and injured himself in the first moto.

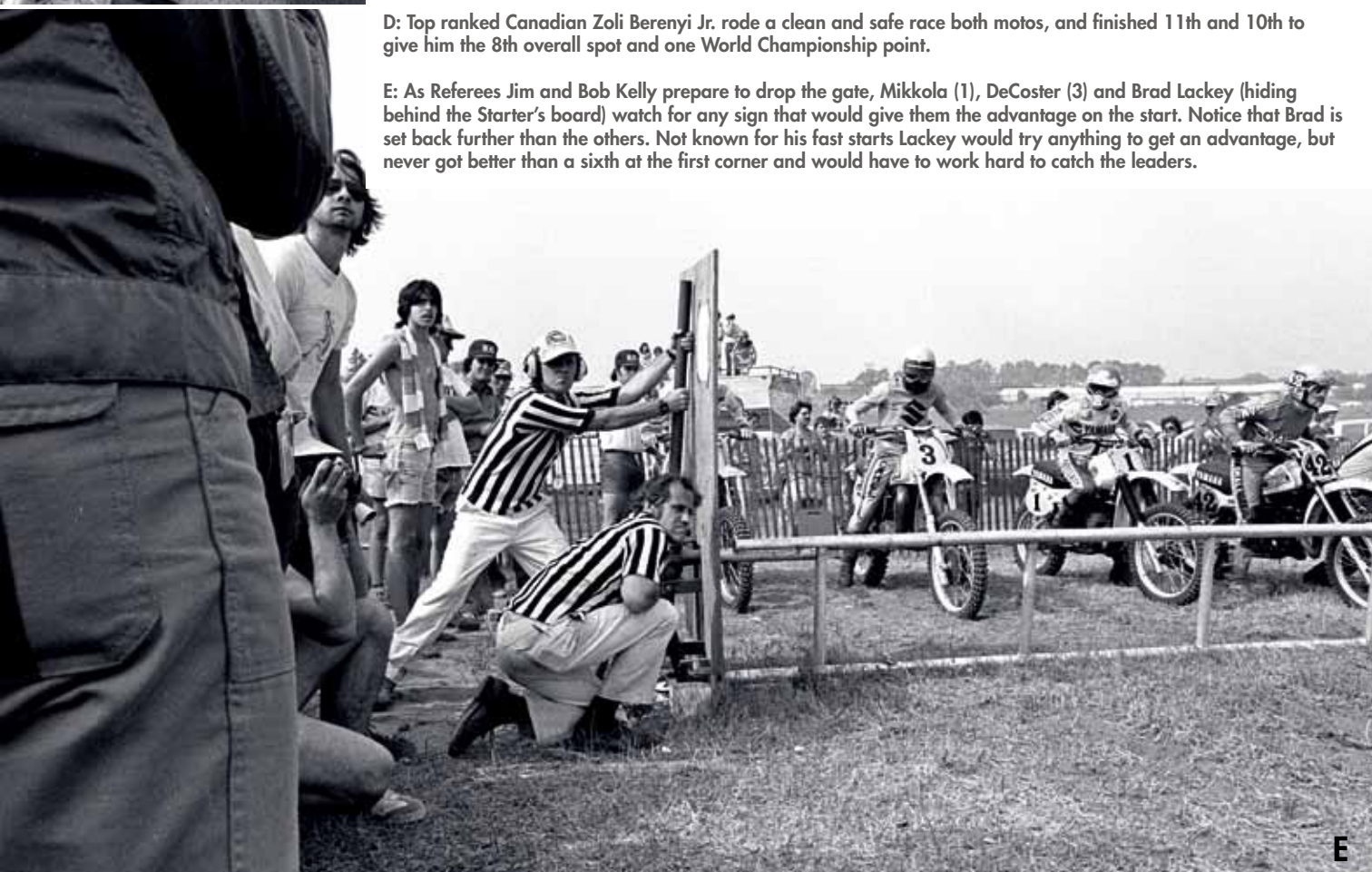




C: Bill Fullerton holds out his favourite Seiko watch to help Jay Kimber improve his timing when the gate dropped. Thinking he was safe from flying rocks, Bill turned early to look up the start to watch the pack race into the first corner, but one last rock found his mouth and split his lip wide open.

D: Top ranked Canadian Zoli Berenyi Jr. rode a clean and safe race both motos, and finished 11th and 10th to give him the 8th overall spot and one World Championship point.

E: As Referees Jim and Bob Kelly prepare to drop the gate, Mikkola (1), DeCoster (3) and Brad Lackey (hiding behind the Starter's board) watch for any sign that would give them the advantage on the start. Notice that Brad is set back further than the others. Not known for his fast starts Lackey would try anything to get an advantage, but never got better than a sixth at the first corner and would have to work hard to catch the leaders.




1979 500CC GP AT MOSPORT

In the second moto, Kimber got another great start and secured sixth place at the first corner, but took a more careful approach during the race. By the 10th lap he was still in 8th place riding with some fast company. While going up one of Mosport's rough hills, the bolt snapped that held on the gas tank causing it to pop off.

"I DON'T KNOW THE POSITION I WAS IN BUT I DID KNOW I WAS TIRED. GOING UP THIS REALLY ROUGH HILLY SECTION, ALL OF A SUDDEN MY GAS TANK EJECTS. I LAYED DOWN THE BIKE AND RAN DOWN THE HILL HOPING THERE STILL SOME GAS LEFT. I PUT THE TANK BACK ON AND DROVE BACK TO THE PITS. FULLERTON WAS SO BUMMED ABOUT THIS. HE WANTED TO WRAP DUCT TAPE AROUND MY TANK, BUT I SAID I WAS TOO BUMMED OUT AND TOO TIRED. DON'T BOTHER" RECALLED KIMBER.

For Canadians, this was the last time to host a World Motocross Championship race until 1984 at MotoPark. But, to the regulars of this race, it was a preview of the rest of the season for Honda's Graham Noyce. He continued his dominance and easily won the 500cc World Championship ahead of Gerrit Wolsink and teammate Andre Malherbe. Brad Lackey was favoured to win the title, but the last rounds were not as rewarding as the first half as he dropped back to fourth. The next year he finished the year in second place. Not until 1982 while riding a Suzuki would he become World Champion. He then retired as the first American to win a 500cc Grand Prix Motocross World Championship.

Roger DeCoster would go on to race another season before retiring with five Championships under his belt, and even won his last race. Heikki Mikkola came back after a poor start to the season and finished fifth then, at the age of 34, decided to retire from racing after claiming three 500cc World Championship titles (1974, '77, '78) and one 250cc World Championship (1976). 

A: Gerard Rond (9) from the Netherlands leads Graham Noyce through the first corner of the first moto. Canadian Jay Kimber (19) on his specially built Kawasaki was right up there with the world's best in both motos, but crashes and equipment failure kept him from finishing well.

B: Having just won the USGP the week previous, Gerrit Wolsink proved that it was no fluke, and ran at a pace to survive the brutal heat and dust that claimed so many riders.



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2012 KX 450F TWO YEARS AGO WHEN I RODE THIS BIKE I HATED EVERY INCH OF IT. IT WAS SCARY TO RIDE. THE MOTOR HAD SO MUCH POWER AND THE COMPONENTS THAT IT CAME EQUIPPED WITH (IE. BRAKES, CLUTCH, TIRES, BARS, ETC.) DIDN'T PROVIDE MUCH COMFORT TO ALLOW YOU TO BE IN TOTAL CONTROL. FAST FORWARD TO THIS YEAR'S MODEL AND "WOW" IS THE ONLY WORD THAT COMES TO MIND. AS SOON AS I RODE THE BIKE FOR A COUPLE LAPS, IT FELT LIKE I HAD BEEN ON THIS MACHINE FOR YEARS. I WAS TOTALLY BLOWN AWAY BY HOW GOOD A BONE STOCK BIKE COULD MAKE ME FEEL ON THE RACE TRACK. I HAVE NOTHING NEGATIVE TO SAY ABOUT THIS BIKE OTHER THAN THE SUSPENSION WAS A BIT SOFT FOR ME; EASY FIX THOUGH.

By Ryan Gauld Photos by Greg Oldham

BIKE TEST

2012 KAWASAKI 250F AND 450F

{ I have always been a fan of Kawasaki. I have never raced one in my career, but for me they have always been a bike that I liked because of who rode them and how stylish they looked. Most of us saw what Ryan Villopoto did this year on his Factory KX 450F, as well as the perfect season for the Monster Energy Pro Circuit team in the Lites class. Yes, I know those bikes are not what you, the customer, are going to ride, but the thing about the 250F and 450F in stock form is they are really fun to ride. The power is very user friendly for any skill level of racer. Put the fun factor in there along with the sleek design of the new chassis on the 450, plus the blue accents on the side of the motor, and you really get that factory feel. Kawasaki's slogan is "Let the good times roll" - the 2012 models scream that slogan to a "T".



2012 KX 250F RIGHT AWAY I JUST LOVED THE POWER OF THIS BIKE. I'M A BIGGER RACER SO I NEED A BIKE THAT CAN HANDLE HARD LANDINGS AND BE ABLE TO PULL ITS WEIGHT (OR MINE - LOL). IT REVVED TO THE MOON. A NOTICEABLE FEATURE IS I DIDN'T HAVE TO SHORT SHIFT THE BIKE THAT MUCH. I AM A FAN OF BEING ABLE TO ONLY USE TWO OR MAYBE THREE GEARS WHILE RIDING/RACING. THE KX 250F ALLOWED ME TO DO THIS, WHICH I FEEL IS DUE TO THE FACT THEY HAVE DUAL INJECTORS. THE POWER JUST SEEMED ENDLESS FOR A STOCK BIKE, WHICH IS IMPRESSIVE, ESPECIALLY ON THE 250F. ➔

BIKE TEST

KX 250F

I am not sold on the idea of their front forks: One side spring and one side oil. The 47mm, inverted

Separate Function Front Fork (SFF) with 22-position compression and 20-position rebound damping allows lots of room to make changes. Though when riding the bike stock the front end felt really unpredictable. It didn't seem to like the little bumps very much but in the bigger stuff it handled well. You could work with it if you're a good rider, but riders with beginner abilities may struggle to adapt. I know for a fact that you can go to any good suspension guy to get this set up better for your skill level. This is the only negative trait that I found with this bike, but it's an easy fix as I explained.

All the components were good: Clutch, brakes, pegs, and bars all give a good feeling while riding. I really noticed that the bike feels smaller this year, which is good for a small racer but it might give fits to riders that are a little bigger in the MX2 class. Overall I liked this bike. Bone stock, the power is what really made this a winner for me. For those who purchase this bike for 2012, leave the motor unless you're a pro and intend to get the suspension set. Once that is in place, you will enjoy this bike on every lap of any track.

KX 450F

The new changes they have made to the frame really give the rider a feeling of being in total

control and the ability to lay the bike in any direction necessary. No matter what jump, bump, berm, rut or anything that was thrown at you, it felt like you could hit it as hard as your ability would allow you. The power of the motor is very useable as well. There is no scary bottom end like a couple years ago, which would make you tired from trying to hold yourself to the front of the bike coming out of turns. This year's motor is smooth and seems to have an endless amount of useable power.

The new feature to allow you to move the handlebar mounting and foot peg positions really helps the rider set the bike to suit their own preference. I also really like the noise of this bike when it's underneath you. You may think that most four-strokes sound the same, but the Kawasaki is louder and has a throaty sound that gives you confidence that the bike has the power to trounce any other machine on the gate. The new launch control will really help a racer keep the front end down and give tons of traction to the rear when they're on the starting gate. It is very easy to use and very noticeable. The stock bike also comes with three couplers to change the mapping of the engine. It is set in the standard position, but there's also a soft and hard setting that plug in as easy as pie. This way you can change the mapping of the bike to suit the track, your ability, or maybe the way you feel that day. At all in all Kawasaki has hit a home run with their 2012 250F and 450F machines. Get to your local Kawasaki dealer today and get your race bike so you can "Let the Good Times Roll." ➡



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2012 250 SX-F RIGHT AWAY, THE BEST THING ABOUT THIS BIKE IS THE OVERALL FIT AND FINISH. IT IS VERY SLEEK LOOKING, AND THE GRAPHICS REALLY POP OUT FOR THE “EYE CANDY” TYPE RACER. THE BOLD, NEW DESIGN WILL MAKE ANY DUDE OR LADY RACER LOOK PRETTY COOL WITH THIS RIDE IN THE BACK OF A PICKUP CRUISING THE STRIP. WHEN I GET ON A KTM, RIGHT AWAY I ALWAYS FEEL THAT THE FRONT END FEELS REALLY SHORT, AND IT HAS WAY MORE BEHIND ME THAN IN FRONT. ➔

BIKETEST



KTM sure has come a long way. I remember days when they built bikes with the sprocket and kick starter on the opposite side of the bike, and some God awful graphic designs. The company has never given up on making great products because they have done just that. In Canada, they really started to make their presence known with a rider named Jimmy Lamastus in 2000. Then 2001 saw a full factory team effort with the top rider being Marc Dubé. The team has changed a few times and now has a factory home just outside of Montreal. They have lots of championships to their name on the world stage. KTM bikes are no longer something to chuckle at because for the past decade they have become a choice for many of the top racers in the world. MXP got a chance to ride the new 250SX -F and 350SX-F. Let's just say that these bikes mean business.

By Ryan Gauld Photos by Greg Oldham

2012 KTM 250SX-F AND 350SX-F



BIKE TEST

250 SX-F

Once you start riding it you lose that feeling, but in the parking lot something seems weird. How cool is electric start though?

It's such a simple yet amazingly practical idea. I had to ride this bike a little more than the others. In stock form, it really struggled in the motor department. I was informed that KTM made the muffler very constricted to meet the 94 decibel level for stock machinery. It is very rare these days if any racer runs a stock muffler. Once you place on an aftermarket product, the bike opens right up and gives you that steady KTM power you would expect. This bike has the best stock set up for a heavier guy. It is stiffer through the stroke of the forks, and the rear shock allows you to attack an obstacle with aggression and confidence. I then rode Jeremy Medaglia's factory MX2 ride. WOW! What a difference! A stock bike is really detuned compared to his bike. Once the boys from KTM make performance modifications, it has all the power and more for any level rider. This will be an option from KTM starting in 2012. When you purchase a KTM bike you will have the opportunity to send it to their headquarters to get the full factory treatment that Kaven Benoit, Jeremy Medaglia, Kyle Keast and now Colton Facciotti will have. I'm not sure of the cost yet, but I do know what you get is well worth the upgrade.

350 SX-F

The older I get the more I enjoy riding. I just love getting out on the weekend or a weekday and motoing till dark with friends. But as I get older, the major downfall is I get in worse shape. I am too big to be a regular 250F guy so I always run the 450. No matter what brand you ride they're big, fast, and tough machines. They can slap you to the ground as easily as they get you over a big double with the snap of the throttle, especially after a few laps when the fatigue starts to set in.

Enter the KTM 350 SX-F. I absolutely loved this bike. I would have to make some small changes to the suspension, add a pipe, and throw on a set of twin walls, but the power of this bike is any Vet rider's dream. The bike has the power to make you competitive against any of the other 450s. As we all know, most riders over 30 or 40 don't use all the power a 450 offers, but it'll give them that slight advantage at the start. There lies the difference between top level Pro and Vet racing. Pros use all the power of a 450 and will smoke most riders on a 350 on any outdoor track. A Vet rider uses the power in the straights but not on the obstacles or turns. It becomes more of a point-and-shoot kind of ride. With a 350 you still charge hard into corners because the bike doesn't carry as much weight or momentum. You can attack turns and jumps with more intensity because you're not as mentally drained riding the smaller machine. The other and most attractive feature of this machine is the enjoyment it brings. You will ride longer and smile more because at the end of cutting lap after lap on the KTM 350 SX-F, you still want more. Pleasurable is the word I used a lot. It just made you feel satisfied at the end of your ride. On top of all this you add in the electric start and it's the Cadillac of dirt bikes, in my eyes. Once all your Vet buddies see how much you like it, they will all get one too. "Ready To Race" seems so fitting for the Austrian based company. No matter what country, what track, or what rider, KTM has proven time and time again that when the gate drops they are Ready to Race. Be sure to hit your local dealer today and check out the 2012 models. ➡



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2012 YZ250F IN A WORLD OF EFI MACHINES THAT BATTLE AGAINST THE YZ250F, IT HAS BEEN PROVEN TIME AND TIME AGAIN THAT THE BIKE CAN STILL BE COMPETITIVE EVEN THOUGH IT IS A TAD BEHIND IN THE TECHNOLOGY DEPARTMENT. YAMAHA HASN'T MADE MAJOR CHANGES TO THE BIKE FOR QUITE SOME TIME. ENTER THE 2012 VERSION OF THIS LITTLE BEAST. CRITICS THAT FOUND IT HARD TO BECOME A FAN OF THE YZ250F SHOULDN'T HAVE ANY ISSUES NOW AND WILL JUMP ON THE BAND WAGON. ➔

BIKETEST



{ I remember the first time I saw one of these bikes. It was 2001 at Machine Racing and I was not totally sold on the idea of a four-stroke becoming the bike of choice for racing. Doug Henry proved how good the YZ400F was in the US but really that bike was far from stock. The 2001 YZ250Fs were so heavy, and the nightmare if you had stalled it matched up against Freddy Krueger-type nightmares; just awful. In Canada, we didn't have all the advantages like the factory squads in the US, but the four-stroke power was amazing if you could handle it. This stock bike put down more torque and power than any two-stroke out there. In the early stages, Yamaha was the guinea pig for four-strokes becoming the top pick for racing. They were three years and two bikes deep (1998 YZ400F and 2001 YZ250F) ahead of any other manufacturer before they released their own model. Three years of development in the public eye gave them the leg up on the competition for the years that followed. The 2012 YZ250F has made a big leap ahead from years past. After riding the bike, we found the stability, power, and overall set up really made it easy to forget that is not an EFI.

2012 YAMAHA YZ250F

By Ryan Gauld



BIKE TEST

YZ250F The major changes to this machine have really opened up the power of this bike. For years the bike was strong off the bottom but the power would always plateau once you got it in the higher gears and RPM range. There was always the option to take it to an aftermarket motor builder to find some extra ponies, but that would usually be very expensive. The stock version of the 2012 bike comes with a bigger carb, which really gives the bike a lot more top end power. No longer is there the flat spot up top. The bike really seems to rev and pull in any gear you're in no matter the terrain. Add in the all-new lighter piston which really helps the bike rev faster and longer. With the combination of these new additions, the bike really seems to give you that confidence in a stock motor that any new racer could use.

All the riders loved the bike's stability. You could charge corners or jumps aggressively and the bike would react properly underneath you. It seemed a tad twitchy at times but that is due to the reduced triple clamp off-set (shorter wheel base), which is easily tuneable by moving the forks down in the triple clamps to extend the wheelbase that will make the overall length a little longer. The only downside towards the 2012 YZ250F is that it has no EFI. Once you ride a bike with EFI, it's very hard to adjust to a bike with a carb. The bike bogs if you land hard but there is no chance that it would bog in a situation where it could cause a problem. When Richard Grey (MX2 Pro) first rode this bike, he completed one lap and said he hated it. I asked him "Why, what don't you like?" He replied with, "It's bogging everywhere." I continued to tell him that since he had been on an EFI bike for so long it would take a few laps to get used to a carb again. Once he cut some laps and got the confidence back he was super comfortable on this ride. He was all smiles about how the bike handled underneath him. That old saying about not judging a book by its cover really comes into play when talking about the 2012 YZ250F. This all new machine from Yamaha will be outstanding for any young racer to chase the dream of one day becoming a champion in the sport of motocross. So if this bike is the one to chase the dream on, here's a list of shops to get yours today!



MEZ REALLY LIKED THE NEW ADDITIONS TO THE MOTOR. HE COULD REV IT TO THE MOON AND LOVED THE EXTRA BOTTOM END FOR HIS BIG BELLY.

IT TOOK RICHARD GREY A FEW LAPS TO GET COMFORTABLE, BUT ONCE HE DID THE YZ250F WAS WFO.



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2012 CRF250R THE 2012 CRF250R AND 450R ARE NO DIFFERENT FROM THE 1992 CR80 OR 2005 450R I HAD. JUST LIKE SO MANY OTHERS BEFORE ME AND AFTER ME, EACH CUSTOMER HAS BEEN SATISFIED FOR YEARS AND WILL BE FOR YEARS TO COME WHEN THEY PURCHASE A HONDA DIRT BIKE.

BIKE TEST



{ I will never forget 1992 in my racing career. My Dad had just bought me a brand new CR80 from Machine Racing, and I was heading into the season looking to become the man to beat. Back then you wanted to be part of the Honda team whether it was in Canada, USA, Japan or wherever. Honda was the best bike to ride. I had an amazing year on that CR80 that really put me on the map as a good racer. Fast forward to 2005 and I once again was riding a Honda, but this time it is was their trusty CRF450R. That bike made me feel like a hero. The power and stability gave me more confidence than I have ever had, and I jumped a lot of big things that year. Honda has always been on top of most young kids' Christmas list because when you buy a Honda you know you're getting good quality.

2012 HONDA CRF250R AND 450R

By Ryan Gauld



BIKE TEST


CRF250R

You know that great feeling of comfort, like after a long trip when you walk through the front door of your house to realize how much you missed and love your place. Or maybe it's an old t-shirt or pair of jeans you just can't get rid of. That's the feeling you get when you ride the 2012 CRF250R. You could be a racer/rider that has not been on a bike for over ten years, but when you get on this ride you feel like you have never stopped riding. The bike is so stable underneath you that you feel like you could do no wrong at any speed. That feeling of total control is what you get when you ride this bike. The more laps we cut on this machine just made the smiles bigger. The confidence it gives you helps you charge deeper into corners, attack rutted jumps with poise, and approach the gate knowing that a mix of your belief and this bike will help you get to the corner first in the lead. The new engine tuning really does give the motor a stronger feel and it seems to rev out a little more. The bike just seemed to pull hard no matter what gear or section of the track you were in. The new wider foot pegs with a stylish metallic style to them really help you feel even more stable on the bike. For years, the pegs have been so small the bike felt loose at times if you're not gripped correctly. One downfall I realized with this bike is the very weak sound it puts out when you ride. The new exhaust system really takes away the feeling of strength that should be associated with the bike. It does not lack in power but when you ride it, the quiet feeling it gives you makes your head think you're starving for that extra jam. It's a bit of a mind trick. All in all, this bike got two thumbs up from everybody that tried it.

CRF450R

I could basically write the exact same thing as I did for the 250R. They are both so similar in comfort, stability and style that the only real difference is the displacement. I had the chance to ride this bike a little more than the 250R, even though I really didn't like it at first. It felt slow and heavy, but the more time I spent on this machine made me really enjoy riding it. Like I said, it has all the same traits as the little machine but this bike has some hidden gems that really made me like the 2012 CRF450R. The power is well disguised by the quiet sound. The muffler is made to stay within the standard DB settings, but just like the 250R the power is endless. It just doesn't sound like it is.

The suspension is unreal for a stock bike. I'm a bigger guy but it really seemed to cushion the bumps well and allowed me to really hit corners or obstacles hard. They took 397 grams out of the frame, which is really nothing, but man this bike feels as light as a feather underneath you. The power along with the really light feel just oozes "deadly weapon" on the race track. Honda Progressive Steering Damper (HPSD) features a larger-diameter piston for improved tracking and extra stability, which you really notice when hitting the choppy stuff. The very cool thing I always notice about Hondas is they don't skimp out on components for their machines; all good parts used to build a very good bike.

So it's pretty tough to bet against a Honda. Both the 2012 CRF250R and 450R will make you very happy if you purchase one for the season ahead. Visit these dealers to get yours today. 

THE STABILITY OF THE BIKE REALLY ALLOWS YOU TO CHARGE HARD INTO THE TURNS.



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AA Meeting on the Forks

“Adrenaline Addiction”

Photos by Philip Toth

Motocross has been in my blood since 1972 and I'll admit it...it's still with me today. Decades of racing competitive Motocross though, has taken its toll on my body. My list of injuries acquired has been extensive but I don't regret a single one. I believe I've been blessed to have been able to participate in what I know to be the toughest and greatest sport in the world!

The competitive drive never leaves a Racer, even after debilitating injury. So what is a Racer to do?

The quest for an adrenaline rush though is still to be searched for and in this article I present a couple of exciting alternatives.

THE MV AGUSTA BRUTALE 1090RR & THE MV AGUSTA F4

Motorcycle Art, is how the MV AGUSTA factory proudly refers to these motorcycles, which are the finest examples of Italian craftsmanship any motorcyclist can hope to find. Handcrafted, designed and built in Varese Italy, the MV AGUSTA is what legends are all about!

These finely tuned motorcycles will be the source for that much needed adrenaline rush I crave.

One of these bikes I've discovered will provide a thrill for any Motocross or Off-Road enthusiast who has the nerve to venture onto the roads. I emphasize “nerve”, as I've stated too many people over the years... I'd rather dive into the first corner of a National Motocross with 40 Pro Motocross Racers than ride on the street. The Brutale 1090RR MV AGUSTA is the Bike I refer to, for Motocross or Offroaders, and was graciously loaned for this impression test by the good folks at the multi brand Retailer, Kahuna Cycle based in Toronto.

The gorgeous MV AGUSTA F4 came from the crew at Royal Distributing who retail this MV AGUSTA Brand exclusively from 3 of their 4 locations in Guelph, Innisfil & Whitby. Starting with the Brutale 1090RR you're dealing with an in line 4, fuel injected engine, pumping out 145 horses, and 81lbs of torque at 8,100RPM's. The engine is cradled in a CRC

of San Marino designed, steel/chromoly trellis frame, TIG welded for strength and rigidity. The Brutale comes with two EFI maps (for wet & dry conditions) and has an eight position traction control system installed that gives this bike an amazingly secure feeling on the road.

Helping to give this feeling of balance and control are some quality suspension components like the 50mm Marzocchi Forks, fully adjustable and strapped to the trellis frame with some super beefy looking triple clamps. Examining the rear of the Brutale reveals a Sachs shock with a piggyback reservoir which is fully adjustable and connected to a sleek, single sided swingarm. Forged aluminum wheels are mated with 320mm Brembo Dual Discs on the front and a single in the rear with radial caliper pistons measuring 34mm in diameter. Other cool features include adjustable foot pegs, a steering dampener and even a slipper clutch to limit wheel chatter when braking hard into corners. Dunlop Sportmax Qualifer tires keep the Brutale firmly planted on the pavement and even gave a secure feeling when venturing onto gravel and hard packed dirt back roads. Gravel and hard packed dirt roads!!! Yes! That's what I said...

I was shocked myself that the sit-up style of the Brutale was so confidence inspiring that I decided to test out its capabilities on what make up the majority of the roads in the Belfountain area where I reside. My years of Supermotard racing without a doubt gave me the confidence to venture off the pavement but I have to admit I wasn't expecting the MV Brutale to feel this secure.

When I first hit the road on this test ride, I couldn't have ridden the Brutale more than a 1000 yards arcing back and forth across the pavement while warming up the tires to immediately notice the magic of this... Italian Bred Stallion!

This Brutale MV is just a blast to ride!

The Brutale seemed to inspire thought provoked handling with its rock steady stance. You just

had to think where you wanted it to go and you were on your way in that direction. The slightest move of my body made me feel as if this bike was just an extension of my extremities. The Brutale and I had instantly become as one. The Power...OMG... The Power!

Beautiful linear torque that allowed me to carve the sweeping turns of the famous Forks of the Credit Road, in Belfountain was nothing short of awe inspiring. Surprisingly what seemed to be most appropriate was 5th or 6th gear within this tightly spaced 6 speed transmission. I was in motorcycle heaven as that much needed rush of adrenaline was just a snap of the throttle away. Crank the throttle in 2nd gear without touching the hydraulic clutch and the front end would lift to a manageable 45 degree angle and stabilize. With nothing more than appropriate body English, I could shift through the complete selection of gears carrying the front wheel till the threat of being observed by our local OPP overcame my enthusiasm.

Cornering was the most inspiring aspect of all, bringing back the feelings I had experienced during my years of Supermotard racing. With youthful imagination my mind could envision a competitor just ahead of me, as we streaked to the famous Forks Hairpins and the ensuing test of braking bravado. With just a slight pressure on the comfortably shaped front and well positioned rear brake levers I realized the Brutale could be brought down from speed with an amazing degree of control and suddenness.

I was beginning to fall in love! The therapy was working!

Some seasoned road racers have told me that the security felt in the corners can also be attributed to the traction control system which offers eight different levels of intervention. The Marelli electronics system on the MV operates by detecting spikes in engine speed. Judging by the rate of engine speed, first ignition timing is retarded. If this proves not to be enough and the rear wheel begins to spin, then the fuel is cut to the engine. ➡

“Adrenaline Addiction”

I don't believe I rode the Brutale hard enough to warrant this level of intervention and expect that my experience was probably more based on the impeccable handling characteristics of the overall MV package. Nice to know this technology is there

it's seen. Women flock to this bike. Once again mated to a CRC designed, steel/chromoly trellis frame integrated with a pair of cast aluminum plates that clamp the rear engine mounts and solidly locate the axle of the gorgeously crafted



to back you up though, should you test the limits of traction just a little too far! I was impressed to say the least and since the completion of this test, I will go on record as saying the MV Brutale is the best motorcycle I've ever ridden on the road “bar none”. There was something magical about the MV Brutale that left its mark on me, a mark that has potential to leave a serious dent in my pocket book in the very near future!

Now moving on to the MV AGUSTA F4, I will state for clarity that I have never been a road racer in the strict sense of the term, and make no mistake about it, The F4 is as close to a factory Road Race machine as your likely to attain. My history as a motorcycle racer has always been dominated by the stand up or upright seated style, so please keep this in mind with my comments regarding this bike. Seasoned Sport Bikers and Road Racers are bound to disagree.

The MV AGUSTA F4 is a 1000cc in line 4 and is almost without exception, regarded by most motorcycle enthusiasts as the sexiest motorcycle ever created. A soon to be released in 2012, smaller version known as the MV AGUSTA F3 (a 675cc in line 3) was designated by a panel of judges at last year's Milan Exhibition as...

THE MOST BEAUTIFUL BIKE OF THE SHOW!

The MV AGUSTA F4 demands attention wherever

single-sided swingarm. In true sport bike fashion the heart of the engine is covered in a full body fairing that has lines as sleek as a high fashion model. The 4 superbly designed exhaust pipes that are displayed exiting the rear cowling just under the seat, is the F4's most distinguishing feature.

This motorcycle is absolutely gorgeous and inspires one to just stand back and enjoy the view. The MV AGUSTA F4 is testimony to the incredible design talent of the legendary Italian motorcycle designer, Massimo Tamburini. This obvious genius was also the same designer behind the famous Ducati 916.


If you're a true motorcyclist though, it takes more than good looks to gain a true stamp of approval. The only way to determine this correctly is to get out and ride. From the moment I swung my leg over this race horse I felt like a fish out of water. When my comfort level finally arrived after multiple passes through this famous stretch of road it became increasingly clear that I was not in the right environment. This is a bike that needs to be on the Track to fully appreciate its capabilities. It was clear I was only scratching the surface as I tried to tame this thoroughbred on the limiting curves of the Forks.

The power however was totally different than the Brutale which spilled tons of manageable torque down to the pavement. Pushing the F4

hard through its paces, revealed it was not even beginning to work up a sweat.

When it did hit the meat of its power on the few lengthy straight sections of the road it was definitely apparent that the F4 has a power band above the initial burst that can make you think your experiencing its full thrust! Stretch the throttle further into the upper rev range and hold on tight as this steed moves rapidly into the stratosphere. The top speed achievable is said to be close to 190 MPH on the F4 while pumping out 186+ HP at 12,900 RPM with a respectable 84 ft-lbs of torque at 9500. Impressive!

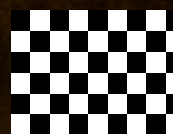
Had this test been more organized, a trip to the track to let the F4 stretch its legs could have made a world of difference to the impression I was left with. Brembo's famous Monobloc radial calipers with Nissin master cylinders were amazingly strong and the quality hand & foot controls felt perfect in their positioning. The suspension duties were handled by the fully adjustable 50MM Marzocchi USD front fork and the Sachs piggy back shock and reservoir. Although these quality units were never adjusted during this test, all felt fine for the paces I was putting the F4 through, but clearly this was not the pace this motorcycle was designed for! All I could think about was when I could get back on the Brutale!

I believe The MV Agusta F4 is just not in an appropriate environment unless it's on a track. Keep this in mind all you Track Day junkies. Your visits to your own AA meetings will be incredible! Now does this mean you won't likely see MV AGUSTA F4's on the road... Absolutely Not! There are many a sport biker and road racer alike who will have no problems whatsoever in riding this bike around town and to the local hangouts, but it won't be due to the comfort of this bike. It will be because of the cool factor, the magnetism it has over the ladies, the adrenaline rush of riding a fully race ready piece of Italian heritage. After all it is MV AGUSTA who holds a record 37 World Road Racing titles, which incredibly at one point was held for 17 years in a row!!! I may not be the one to fully appreciate and comment on the MV AGUSTA F4 but if you're into full on Road Racing or just a hardcore Sport Biker, you're going to get your fix of adrenaline on this beauty for sure! Now where's that MV AGUSTA BRUTALE, I have an AA meeting tonight! It's a Therapy that Works! 

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100% acrylic woven beanie
Single layer design

LOFTY AMBITIONS \$80.00

Made with Thermotech® to help you stay warm and toasty without bulking you out or weighing you down.

THE MINCH \$90.00

- Pocket for your media player.
- Eyewear holder
- Hand pockets

RAWHIDE MOTO GLOVE \$54.95

Lightweight snow glove. Genuine leather topside. Bemberg liner that wicks moisture.

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ANSWER SEVEN SERIES

The jerseys' multiple mesh and stretch fabrics provide moisture wicking properties and ventilation, vibrant fade-free sublimated graphics featuring distinct prints, stretch mesh collar, padded elbows, micro Lycra cuff and extra-long tail. The pants platform features new lighter durable nylon and polyester fabrics. Strategically placed stretch panels create freedom of movement without restraints, premium Spandex® rear yoke and Lycra® liner panel work together improving fit when sitting and standing.

JERSEY \$47.99 / PANTS \$154.99

ONE INDUSTRIES CARBON MONSTER SERIES

The Carbon Jersey hits the track armed with top level performance at an entry level price. The pants demonstrate the perfect combination of quality construction and

unmatched style at a price. Made from durable, lightweight polyester construction, intricate rear yoke with spandex panels for superior mobility, and pre-curved knee system accommodates knee braces; lycra on the back of the knee reduces bunching and adds comfort.

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MSR METAL MULISHA MAIMED

Remaining a top name in the motocross industry, MSR is stoked to offer a new line up from Metal Mulisha. The Maimed series is all that and much more. The jersey is all over Metal Mulisha sublimated graphics with a stretch collar and Lycra™ dam, comfortable Lycra™ micro cuffs. The pants are also designed with all over Metal Mulisha sublimated graphics and dual adjustable waist straps. Ratchet style belt closure is another cool feature for that perfect fit. Comfortable mesh liner, Rubber thigh, knee, fly and yoke logos all complimented with the heavy duty embossed buffalo inside knees.

JERSEY \$26.99 / PANTS \$132.99



PANHEAD MECHANIC JACKET

- Coated Motorcycle Style Jacket
- Quilted Interior Lining with Medium Weight Fill



OCOTILLO MEN'S LONG SLEEVE SHIRT

- 100% Cotton Yarn Dyed Plaid Flannel
- Chest Patch Pockets
- Custom ONE Industries Trim & Label Package

RACEWEAR PANTS

- Durable 600D Poly-Oxford chassis.
- Strategically placed ribbed stretch panels improve fit and function.
- Ballistic knee panel construction for abrasion resistance.
- Leather inner knee panels for durability and heat resistance.
- Cuffless leg openings.

RACEWEAR JERSEYS

- Moisture wicking multi-paneled polyester chassis construction.
- Athletic cut for a more tailored fit.
- Strategically placed mesh paneling for cooling and heat exhaust.
- Cuffless sleeves provide perfect coverage and comfort with no bunching.

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MX2 WORLD CHAMPIONSHIP

Team: SUZUKI Europe MX2

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KINI-RB HOODIES



COMPETITION MX PANT/JERSEY

MX pants with an ergonomically preformed fit.
Reinforced seat area in 1000D Cordura nylon.
Highest quality finish.
Raglan-style MX shirt with mesh.
Panels under the arms for improved air circulation

KINI-RB TIRE CAP

Multi-coloured Cap with All-over-Print.
Stitching and Prints on front and back. KINI-Red Bull-Label. 100% Polyacryl.



UNIT CROSSCUT CAP

Cotton twill features, fitted high build embroidery, satin lining, foil print



UNIT HOODIE

Front and rear plastisol prints

BRASS KNUCKLE THERAPY

Brass Knuckle Therapy is a multi-action sport lifestyle clothing brand that emerged from the fertile soil of the earliest days of freestyle motocross and snowboarding.





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The Evolution line continues to push the boundaries of racewear technology, fit, and finish. The culmination of design experience and factory rider feedback, Evolution represents the pinnacle of FLY Racing design and innovation. The difference is in the details.

FLY EVOLUTION PANT \$139.95 - \$149.95

ULTRA-DURABLE MULTI-PANEL 840D PERFORATED NYLON CONSTRUCTION – to withstand the rigors of track and trail while providing extra breathability

FLY EVOLUTION JERSEY \$39.95 - \$45.95

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Hydraulic Scissor Lift for Off-Road Motorcycles

- Lift Bike to desired height for easier maintenance
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SUGGESTED RETAIL: \$285.95 CDN

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Works Connection TIE-DOWNS

- Premium design includes "Works Connection" hand screened logo
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- Heavy-Duty Powertye Cam-lock
- Powertye Soft-Tye extension sewn in to protect your handlebars
- Vinyl coated S-Hook for Soft-Tye

RETAIL \$24.95



Atlas Brace

Atlas Brace Technologies is pleased to announce the new Atlas Neck Brace. After three years of development, refinements and testing by some of the top riders in North America, the Atlas Neck Brace will release its revolutionary Neck Brace worldwide this December (2011).

THE KEY FEATURES AND BENEFITS OF THE NEW ATLAS BRACE INCLUDE:

- Shatter resistant, open flex frame design.
- Suspension chest support system.
- 3-Axis adjustability.
- Easy on/off like a helmet.
- Exclusive Emergency Release System (ERS).
- Open spine, open sternum.
- Dual pivoting chest and back supports.
- Custom engineered, energy absorbing waterproof padding.
- Simplistic, less obtrusive, more comfortable overall design.
- Includes many breakthrough features at an affordable price.
- So unique it has multiple patents pending.

The Atlas Brace comes in 3 sizes and 7 colors. Suggested retail is \$299.99 in North America. To stay up to date, follow Atlas on Twitter and Facebook, or check out www.atlasbrace.com.



Matrix Concepts M6 & M8 Folding Ramps

Constructed of ABS Glass filled plastic and reinforced with 6061 T6 Aluminum Rails, these lightweight folding ramps are very user friendly and fold up nicely with a slow motion hinge eliminating chances of finger pinching. Each Matrix ramp also comes with an exclusive 2 year limited warranty against bending or breaking. Available in black, white or grey in 6ft or 8ft lengths. For more information, visit your local dealer.

Available in Canada through Matrix Concepts Canada (www.MatrixConcepts.ca) and Gamma Sales (www.GammaSales.com).



Matrix Concepts M3 Utility Can

The M3 Utility Can was designed to be user friendly for the avid motorcycle racer. The innovative new design is a 4.0 gallon can that features a 3" extra wide fill cap, adjustable breather, 5" extender hose spout, and a 2-handle design, making it the easiest can to handle. The M3 Utility Can is available in 7 different colours, can be personalized with your name & number, and is used by some of the top MX teams including Factory Honda, Factory Suzuki, Factory Kawasaki, Hart and Huntington, Geico Honda, and JGR. For more information, visit your local dealer. Available in Canada through Matrix Concepts Canada (www.MatrixConcepts.ca) and Gamma Sales (www.GammaSales.com).



ULTRA CELL KNEE PROTECTION

The Ultra Cell™ Knee Protection System is without question the most technologically-advanced Knee Protection System available. Several patented revolutionary design concepts come together in unison to create this System. The A.R.C. Cuff's ability to be totally adjustable for fit, yet remain rigid, along with a superior fastening design in partnership with Boa® Technologies, a natural free-motion, rolling-gliding hinge, tibial plateau-capturing frame design, brace-to-boot tether attachment, and a full time-full coverage patella cup, sets this knee brace decades ahead of all the rest.



FOX 10X10 TENT

Includes: Printed cover, commercial grade steel frame, carrying bag and stakes.
\$500.00 + Tax.



RENTHAL GEN2 INTELLILEVER

The design of the lever allows it to dislocate in a full 270 degrees of motion in any direction, not just up and down like many others on the market. www.renthal.com.

CEC ENDURO



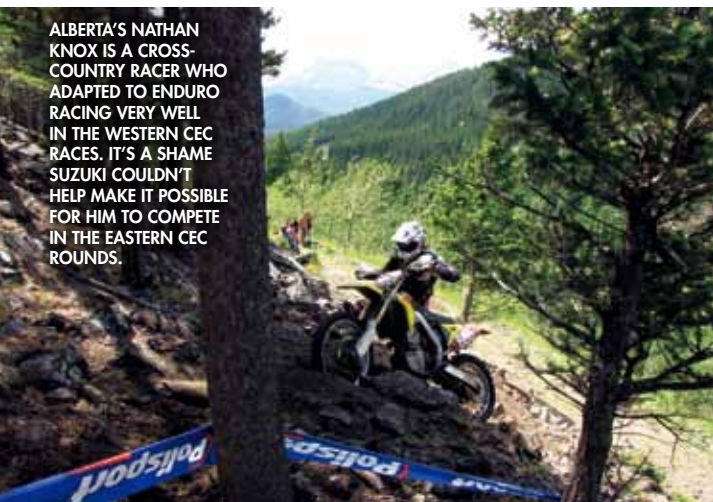
WHEN THE CEC SERIES MOVED TO QUÉBEC FOR ROUNDS FIVE AND SIX IT WAS ANYONE'S GUESS WHO WOULD COME OUT ON TOP.

CHAMPIONSHIPS

2011 OFF-ROAD GROWTH AND PASSION

By Dan Paris, Photos courtesy of Offroadmotorcycles.ca,
Alexandra Franklin Photography and Shawn George Chickowski

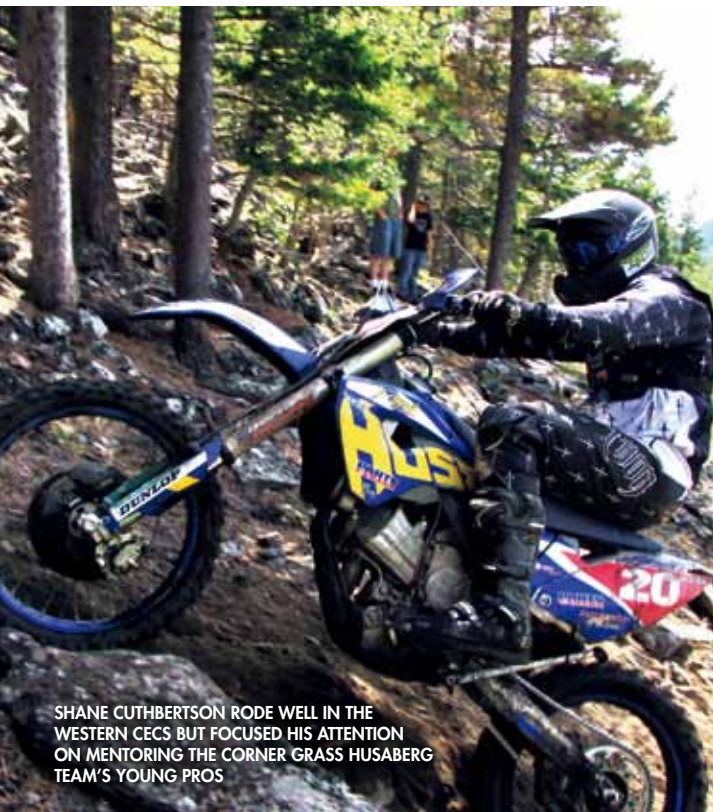
ALBERTA'S NATHAN KNOX IS A CROSS-COUNTRY RACER WHO ADAPTED TO ENDURO RACING VERY WELL IN THE WESTERN CEC RACES. IT'S A SHAME SUZUKI COULDN'T HELP MAKE IT POSSIBLE FOR HIM TO COMPETE IN THE EASTERN CEC ROUNDS.



Looking back at 2011, from an off-road perspective, was interesting. 2011 was a year of growth and evolution for off-road racing in Canada; the struggle to make Canada a world player in the off-road world was full of experiments, success stories and yes, disappointments.

The 2011 Royal Distributing Canadian Enduro Championship, promoted by CMRC affiliate World Enduro Canada, kicked off at BC's Sun Peaks Resort. A beautiful location well known to the downhill mountain bike crowd, Sun Peaks had a great variety of terrain but was handicapped to some degree by rules and regulations within the resort. Still, the race was great fun to watch with the Extreme and MX tests within easy reach for spectators. People wondered if 2009 Enduro Champion Bobby Prochnau would be able to come back from last season's injuries to beat 2010 Enduro Champion Jason Schrage. Nobody could rule out riders like KTM's Geoff Nelson, Husaberg's Ben Rego, Husqvarna's Philippe Chaine or Yamaha's Brian Wojnarowski, all of whom had the skills to end up on the podium. Wet and cold weather made the Sun Peaks course difficult, especially the enduro test which had to be re-routed on day two after many riders were unable to get through. There were a record number of riders at the Sun Peaks CEC, especially in the younger age classes, a sure sign of the growth of enduro competition. When the snow squalls, rain and cold of Sun Peaks finally passed it was KTM's Bobby Prochnau who was on top of the podium, winning E2 both days. Jason Schrage finished second on his CRF450R, followed by Geoff Nelson, Brian Wojnarowski and Ben Rego. A surprise top ten finisher was Pro motocrosser Broc Hoyer who piloted his Kawasaki to seventh ahead of some very stiff competition.

Heading east the CEC series next visited Blairmore, AB for rounds three and four. Different from Sun Peaks, Blairmore was more like a traditional enduro with long, singletrack trail sections and limited spectator access. Spectators with four-wheel drive vehicles flocked to the Extreme test, which was laid out alongside a creek with nearly impossible rock and coal dust slopes. The best part of the course, however, was the 'difficult to get to but worth the effort' motocross test. Laid out on a mountainside pasture with unbelievably huge elevation changes, the MX course punished riders and machines...especially those in the smaller displacement classes. Listening to the 125s and 250Fs struggle to get up the giant hills was entertaining, but at the end of the weekend it was once again Prochnau and Schrage on their 450s and Nelson on his 300 two-stroke taking the top spots. ➡



SHANE CUTHBERTSON RODE WELL IN THE WESTERN CECs BUT FOCUSED HIS ATTENTION ON MENTORING THE CORNER GRASS HUSABERG TEAM'S YOUNG PROS



XTINCTION IS GNARLY, FILLED WITH DO OR DIE
ROCK CLIFF CLIMBS AND DESCENTS. THIS POOR
KTM IS ABOUT TO TUMBLE A HUNDRED FEET OR
MORE INTO THE CANYON BELOW.



KYLE REDMOND WRUNG THE GUTS OUT OF HIS CRF250R AT XTINCTION, WHICH WAS ONE OF THE FEW SMALL-DISPLACEMENT MOTORCYCLES AMONG THE TOP PROS THERE.



YOU JUST CAN'T SAY ENOUGH ABOUT HOW SMOOTH AND CONFIDENTLY JARVIS RIDES IN TECHNICAL SITUATIONS.

Xtinction

2011 OFF-ROAD GROWTH AND PASSION

Before the CEC series headed east, Canada kicked the global off-road presence media machine into high gear with Xtinction, which is absolutely the most difficult motorcycle race in Canada of any type. Located in Alberta's badlands, Xtinction became famous last year for its vertical climbs, gut wrenching descents and amazing scenery. Word spread, and this year the man to beat was Extreme Enduro specialist Graham Jarvis. The factory Husaberg rider faced some heavy challengers, namely Americans Kyle Redmond and Mike Brown. Canada was well represented by Prochnau, Schrage, Rego, Wojnarowski and a large number of hopefuls that were thinned out during morning qualifying. Unfortunately, Schrage was injured during a pre-race photo shoot, breaking his wrist and putting his defence of the remainder of the CEC series in jeopardy. Spectators, media and film crews crowded the hilltops like mountain goats at the Xtinction main event, eager to see who would come out on top. Jarvis was smooth on his 300cc two-stroke Husaberg, riding delicately like a trials rider as he picked his way up the treacherous cliffs in perfect control. The other top Pros fought hard but their aggressive tactics often left them on the verge of control or worse with a long and painful tumble back down into the rocky valley. The most entertaining rider to watch was Kyle Redmond who abused his little Honda CRF250R mercilessly while fighting off the advances of the predominantly open-class bikes of his rivals. To put it simply, Xtinction ruled! The well organized, promoted and publicized event put Canada up yet another notch in World credibility. In the end, UK's Jarvis came out on top followed by Americans Brown and Redmond, American Enduro Pro Nick Fahringer and Canadian Bobby Prochnau. ➔

2011 OFF-ROAD GROWTH AND PASSION

Before we discuss the Eastern CEC rounds we should talk about the experiments World Enduro Canada has made, with the help of the CMRC, to advance the sport. World Enduro Canada's 2011 Wiesner Insurance Ontario Cross-Country Championship, presented by Husqvarna, really started to find its niche by being different than traditional hare scrambles and more in line with the WORCS races that have become hugely popular in the Southwestern U.S. Using well established motocross venues, including Motopark and Walton, the WORCS flavour really showed itself at the Gopher Dunes round. The very high-speed Gopher Dunes XC course used their national motocross track as well as several kilometres of very fast, forested ATV trails. Presenting itself more easily to motocross racers than traditional hare scrambles, the WEC cross-country races this year have used motocross starting gates and the courses use trails designed to make bar to bar racing possible. A large group of motocrossers got their first taste of off-road racing at Gopher Dunes with motocrossers Josh Long and Nathan Bles taking the top honours over "the guy who usually wins", Brian Wojnarowski. Entry numbers at the WEC XCs have steadily risen with the biggest classes being the Pro and Youth classes. So we can say that the WORCS-style XC experiment is working and slowly gaining acceptance!

Less successful, for whatever reason, were the entry-level Endurocross-styled OBX series and the 'mini-CEC' styled XSprint series. Both series developed loyal riders who enjoyed the condensed and action packed courses. Spectators liked being able to see the whole race easily, and promoters liked being able to host events at smaller venues. OBX in particular really brought off-road racing to the people by holding their events in county fairs. Both series should have worked. The industry should have seen the huge marketing potential in developing interest in off-road racing and creating new riders by supporting bite-sized and affordable versions of successful series rather than focusing on preaching to the already converted, but they didn't. More riders should have tried OBX and XSprint, but they didn't. Aside from the cancellation of the Montreal Endurocross, the limited successes of both OBX and XSprint were the biggest downers of 2011. It would be great to see those series continue to develop next season because their potential is huge, but will they? Only time will tell. ➡



JASON SCHRAGE KICKED OFF 2011 WITH THE NUMBER ONE PLATES ON HIS HONDA AND A NATIONAL TITLE TO DEFEND.



KTM'S BOBBY PROCHNAU STARTED THE SEASON ON A HIGH NOTE WITH BACK-TO-BACK WINS AT THE SUN PEAKS CEC



MANY THANKS TO ALL FROM SCOTT BROTHERS RACING

It's been an exciting year for Scott Brothers Racing as we've raced just about everywhere. We started out in New York in April and travelled to Brome Tioga in June to complete our Loretta Lynn qualifiers. Then we were off to Loretta Lynn's first week of August, plus we completed all of our Canadian qualifiers in between and we plan on going every year. The Loretta trip was a chance of a lifetime and we plan on going every year. The Loretta Loretta experiences were brought back to Canada to our advantage. Then won the Canadian National Championship with 2-2-1 moto scores, while younger brother TJ finished 12th in his first Canadian National. This year we really hope to win 2 more national titles in 4-6, and 50 GP. We really hope to win the Canadian National on the last week of August where TJ had his first top five. Then we really hope to win 2 more national titles in 4-6, and 50 GP. We really hope to win the Canadian National on the last week of August where TJ had his first top five. Then we really hope to win 2 more national titles in 4-6, and 50 GP. We really hope to win the Canadian National on the last week of August where TJ had his first top five.

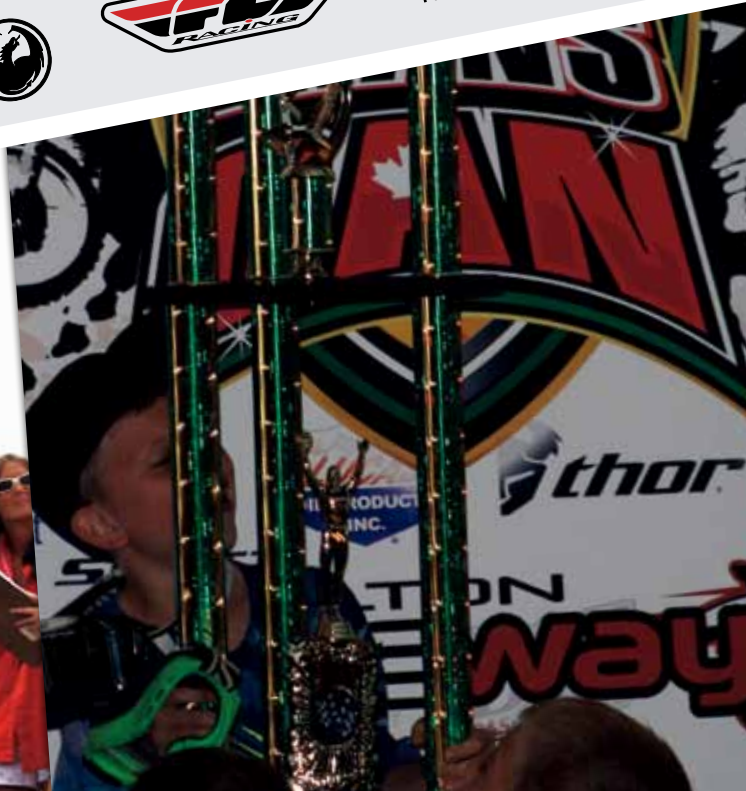
we travelled to Madoc for the MMRS National for all his great advice, mechanic Mike Jackman and the boys' first teacher Ryan Gauld. Hunter went on to win 2 more national titles in 4-6, and 50 GP. We really hope to win the Canadian National on the last week of August where TJ had his first top five. Then we really hope to win 2 more national titles in 4-6, and 50 GP. We really hope to win the Canadian National on the last week of August where TJ had his first top five.

carry this momentum into 2012. It wouldn't be possible if we didn't have some much needed help. Dragon goggles, Gamma sales, Bondi Engines, Defiance Lifestyle Clothing, Fly gear, Dragon Motorsports, Ken Bland Moto X Schools, RJ Motosports, Barry Heathington for our sick track, John from Machine Racing for all his great advice, mechanic Mike Jackman and the boys' first teacher Ryan Gauld.

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2011 OFF-ROAD GROWTH AND PASSION

Getting back to the Eastern CEC rounds, Labelle, QC hosted rounds five and six, September 10-11. A massive highway construction project forced organizers to change the motocross test from last year, though it was in the same general area and featured the huge and fast grass track that has made the Labelle CEC famous. The Extreme test, held in a sandpit near the start, was very difficult thanks to new trails in the forest above the pit. Those Extreme Test forest hills caused many riders to come unglued as they struggled and smashed their way through the test. Jason Schrage's title defence bit the dust on the Labelle Extreme Test when a rock destroyed his chain guide, deflecting the chain into a pile that also damaged the transmission. The transfer trails between the Enduro test and the Motocross test were very difficult thanks to a wet season, causing many riders to fall behind schedule. A bit of re-routing for day two made it a little easier, plus gave riders the chance to ride the motocross test with a bit more energy that spectators appreciated. Husqvarna's Guy Giroux was expected to be the man to beat on his home turf, especially with teammate Philippe Chaine on the injured list with a broken back. Giroux finished fourth overall, but the biggest story was Geoff Nelson. Nelson had been picking away at Prochnau all season, and Labelle was his turn to shine. He was followed by Wojnarowski who had been solidly gaining points at each round. ➔



OBX ENCOURAGED NEW RIDERS TO TRY RACING AND BROUGHT A TASTE OF OFF-ROAD RACING TO THE PEOPLE BY HOSTING THEIR ENTRY-LEVEL ENDUROCROSS-STYLE RACES AT COUNTY FAIRS. PHOTO BY ALEXANDRA FRANKLIN



BEN 'THE GIANT KILLER' REGO QUICKLY ADAPTED TO HIS CGRT HUSABERG RIDE, EARNING THE POPULAR RIDER A STRING OF TOP-FIVE CEC FINISHES AND FOURTH OVERALL FOR THE SEASON.



JOSH LONG RACED HIS FIRST EVER ENDURO AT LABELLE. HE WAS UNDERSTANDABLY NERVOUS GOING IN BUT QUICKLY ADAPTED HIMSELF TO THIS FORM OF RACING.



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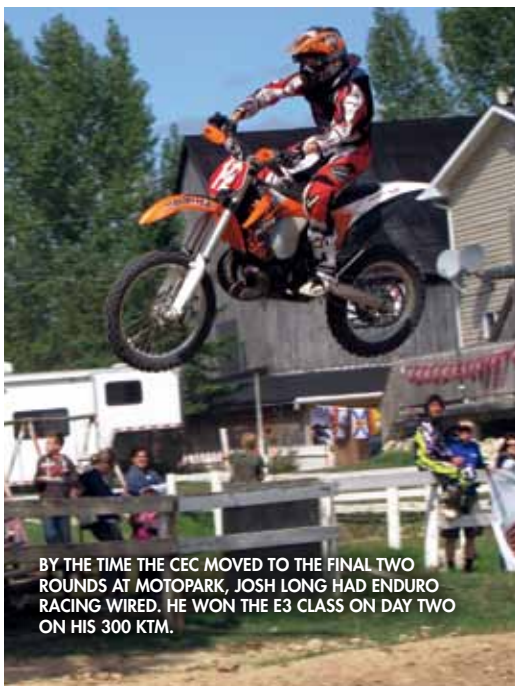


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2011 OFF-ROAD GROWTH AND PASSION

The final two rounds of the Royal Distributing Canadian Enduro Championship were at Motopark, and all the stops were pulled to make it the most spectacular race of the series. Using the big motocross track, plus an all-new enduro section and extreme test, the course was relatively short. That shorter lap length made it an awesome race for spectators, who were awarded with non-stop action for two days. The enduro test at Motopark was excellent, with the hilly and rock filled forest singletrack broken up with patches of high-speed grass track. The motocross track was, however, where most spectators gathered. It was obvious who had motocross experience and who didn't, and the ones that did really gained some time there. The pinnacle of the race and of the 2011 CEC series was the bar-to-bar final motocross tests. MX Pros like Ryan Gauld, Iain Hayden and Josh Long faced off against enduro pros like Nelson, Schrage and Prochnau, often with surprising results. The CEC series was always designed to find the best all around rider, and guys like overall race and series winner Bobby Prochnau are gifted in any discipline. Motopark was a great race to watch because there were so many elements of different styles of dirt bike racing all in one venue!



BY THE TIME THE CEC MOVED TO THE FINAL TWO ROUNDS AT MOTOPARK, JOSH LONG HAD ENDURO RACING WIRED. HE WON THE E3 CLASS ON DAY TWO ON HIS 300 KTM.



THE WORLD ENDURO CANADA XC SERIES EXPERIMENTED WITH MOTOCROSS-BIASED WORCS-STYLE CROSS-COUNTRY RACING THIS YEAR. THE GOPHER DUNES XC WAS A PERFECT EXAMPLE OF A HIGH-SPEED, EXCITING AND DEMANDING NEW-SCHOOL RACE THAT MOTOCROSS RACERS COULD EXCEL AT.
PHOTO BY SHAWN CHICKOWSKI



THE XSPRINT SERIES WAS DESIGNED TO PREPARE RIDERS FOR CEC ENDUROS. THE RACERS WHO TRIED IT, LIKE ROB MARTIN, MATT MCCARTHY AND JAMIE WEST SHOWN HERE AT THE WELLAND XSPRINT, LOVED IT.
PHOTO BY ALEXANDRA FRANKLIN



2011 was indeed a year of growth and evolution of off-road racing. The boundaries of just what is off-road racing were pushed aside and a new breed of do-it-all young dirt bike stars are coming of age. The best and healthiest thing about off-road racing in Canada in 2011 were the number of young racers who made the huge commitment to travel to all the CEC races from coast to coast this season. Let's hope this trend continues in 2012!

YOU CAN SEE TONS OF GREAT CEC, XSPRINT, OBX AND WEC XC PHOTOS BY VISITING: ALEXANDRAFRANKLIN.SMUGMUG.COM/MOTO SHAWNGEORGE.SMUGMUG.COM/ 



TYLER MURRAY IS A FINE EXAMPLE OF THE YOUNG PROS THAT ARE RAPIDLY CLIMBING THE RANKS. HE CHASED THE CEC SERIES ACROSS THE COUNTRY AND WON THE E1 NATIONAL TITLE!

TOP LEFT: BOBBY PROCHNAU - OFFICIALLY THE BEST ALL-AROUND DIRT BIKE RACER IN CANADA IN 2011. HE DOMINATED THE CEC SERIES, FINISHING 26 POINTS AHEAD OF FELLOW KTM RIDER GEOFF NELSON AND 35 POINTS AHEAD OF HONDA MACHINE RACING'S JASON SCHRAGE. YOU CAN FIND FULL CEC SERIES RESULTS BY VISITING WWW.MOTO-TALLY.COM/WEC/STANDINGS.ASPX

2012

KX™ 450F

machines bred for champions



Kawasaki

Complementing the race-winning performance of its highly acclaimed engine and nimble high-speed chassis, the 2012 KX450F adds numerous new factory-inspired features designed to give serious riders an edge on the track. The MX industry's first production-use of Launch Control Mode, a new ECU with 3 easily selectable maps, and a widely adjustable riding position make the new KX450F an even more potent weapon on the track.

©2011 Canadian Kawasaki Motors Inc. Always wear a helmet, eye protection and proper riding apparel. Never ride under the influence of drugs or alcohol. Adhere to the maintenance schedule in your owner's manual. Professional rider on a closed course.

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High Octane Human Performance

By Craig Stevenson B.P.E. (Hon)

Athlete: Liam O'Farrell, CMRC Pro

Say Goodbye to Arm Pump – Part 2 of 2

Last issue, hopefully I opened your eyes to exactly how arm pump occurs. Most of that article was actually from Chapter Two of my recently launched book titled ARM PUMP Elimination System™. However, just knowing how arm pump occurs doesn't really help you on the track and trails. You need know exactly what to do to get rid of this performance-robbing condition. Riders across the world have come up with every concoction known to man to alleviate this problem, but quite frankly until now there's been no solid direction on how to get rid of arm pump. In this article, I've taken some excerpts from various chapters of the ARM PUMP Elimination System book to help guide you in your journey of becoming arm-pump free, and riding at the absolute pinnacle of your potential.

TRAINING

At ACTIONETIX, we're literally tapped into the best and brightest minds in exercise physiology and biomechanics. From this unequalled experience and knowledge, we've developed a yearlong training system unique to dramatically improving overall strength, cardiovascular fitness, flexibility and of course reducing arm pump. The year is divided up into five sections that each serves a specific purpose. These five sections, when put together, are called Periodization. The five phases are listed below with their key points of focus:



BY MODIFYING YOUR TRAINING AND NUTRITION, AS WELL AS ADDING HEMOFLO TO YOUR DAILY ROUTINE, YOU CAN LITERALLY CHANGE THE WAY YOU RIDE.

PHASE ONE – GENERAL PREPARATION

The goals of this phase include the following and last between 8-16 weeks.

- Rehabilitation of injuries
- Correction of asymmetries (one side stronger than the other)
- Learning exercise technique
- Development of functional muscle mass
- Improving slow twitch muscle fiber efficiency

PHASE TWO – SPECIFIC PREPARATION

The goals of the Specific Preparation Phase include the following and last between 6-10 weeks:



- Increasing core strength and balance
- Increasing cardiovascular capacity and endurance
- Strength increases in key areas
- Improving flexibility

PHASE THREE – PRE-COMPETITIVE

The goal of the Pre-Competitive Phase is to optimally prepare your body for competition through the means of exercise and nutrition modifications. A common term for this is preparing to peak for a competitive season. This is a tricky phase due to the potential to over-train and lose your competitive edge both mentally and physically. This phase generally lasts between 4-6 weeks.

PHASE FOUR – COMPETITION/MAINTENANCE

The goal during the Competitive Phase of training is to maximize competition results. The amount and type of training during this phase depends on the activity and duration of the season. Generally, maintenance training is used in order to prevent detraining (a loss of strength or cardio). Preventing overtraining and keeping your weight in an ideal position is important.



PHASE FIVE – TRANSITION/RECOVERY

The Transition/Recovery Phase is a 4-6 week period after the last race/competition of the season. Formal training does not occur during this phase. Staying fit by doing a variety of activities not related to the daily vigor of your training will allow you to regenerate both mentally and physically. This is a time to heal injuries with physical therapy as well as allowing your mind to decompress from competition.

NUTRITION

What you put into your body has a profound effect on your performance. Eat like a pig and see how fast you go on the bike! Eat the proper amounts of protein, carbohydrates and good fats and you'll soon feel the positive effects on your performance. Further to this, knowing exactly what vitamins and minerals to use can have a profound impact on arm pump! Gone are the days where you can simply rely on skill to win races. People everywhere are improving their diets to get faster than ever before.

PROTEIN

When training with weights, doing cardio, as well as practicing or racing, there is an incredible demand placed on your body, particularly your muscles. All of these activities put your body into a state of 'negative nitrogen balance'. This simply means that your muscles are being broken down by all of the pounding and stress. You have to supply your body ample amounts of protein in order to recover to a state of 'positive nitrogen balance' for your next training or riding session. Hard-training MX athletes need to eat 1-1.5 grams of protein per pound of bodyweight per day depending on their training phase. For example, if you weigh 160 pounds and you are in the Competition/Maintenance Phase you will need to eat between 160 and 240 grams of protein per day. A chicken breast that is the size of a deck of cards contains approximately 25 grams of protein. So to put it into perspective you would need to eat between 6 and 10 chicken breasts per day to achieve the right amount of protein. ➡

High Octane Human Performance

CARBOHYDRATES

Carbohydrates supply energy to your body and are essential for performance. Eating carbohydrates at the right time can dramatically improve your performance. Eating carbohydrates at the wrong time can trigger arm pump! I have developed a carbohydrate strategy called Reverse Compensation Loading™ that not only optimizes your fuel and energy stores, but can also dramatically reduce the onset of arm pump. In short, instead of carb loading before a race, you start carb loading immediately after a race to replenish your fuel stores. As the days pass by on the way to the next race, you are lowering your carbohydrates to a specific level so that you don't overcompensate and trigger arm pump. This technique allows you to be fully prepared for your next race and primes your body to combat arm pump. It's a win/win situation.

FATS

Everyone knows that to be fit and healthy you have to limit your fat intake. Taking the skin off of your chicken, trimming your steaks and choosing extra lean ground beef are all good steps. But a certain type of fat can actually play a significant role in changing the viscosity of your blood and decreasing the risk of arm pump. There is a fatty acid called Omega-3. It is found in cold-water fish such as salmon, tuna, mackerel, halibut and lake trout. If you don't enjoy eating fish, you can use a fish oil supplement or a flax oil supplement. Studies suggest that 3 or more grams of Omega-3 per day is an optimum intake. This will play a positive role in the fight against arm pump.

Vitamin K

This is an extremely important section so please make sure you read it! Vitamin K is a key factor in blood clotting. The USDA has established that 120 micrograms is an adequate intake each day. Excessive Vitamin K could promote the thickening of your blood, which in turn may contribute to arm pump. Spinach, broccoli,

celery, blueberries, tuna and a number of other foods are all high in Vitamin K, and must be managed if you're going to minimize arm pump and maximize performance!

SUPPLEMENTS

I believe there is no better way to improve your performance and speed than to be in shape and arm pump free. But let's face it, you can train, eat well and get plenty of rest, but you still need something to give you an edge over your competition. At ACTIONETIX, we've invested hundreds of hours and tens of thousands of dollars into research and development to provide a solution to arm pump. The result of this effort is a cutting-edge sports supplement called HemoFlo™. HemoFlo is an Advanced Blood Flow Catalyst that is backed by clinical



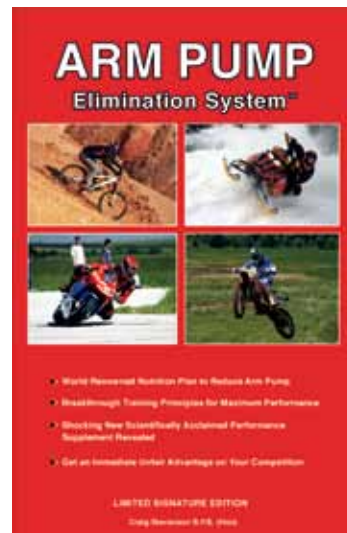
research showing a dramatic increase in blood flow through restrictive areas such as the fingers. By taking HemoFlo once a day, you will be changing your body's physiology, allowing blood to flow more freely.


HemoFlo also contains ingredients that increase the size and number of red blood cells, allowing you to deliver more oxygen to your working muscles. It also contains a unique ingredient

called Cramp Bark, which has been used to decrease muscular cramping, which is common when racing in hot conditions. These are only some of the benefits that can be realized by incorporating HemoFlo into your daily routine.

CONCLUSION

As I have noted, there is no better way to increase your speed on a bike than being physically fit and arm pump free.



By modifying your training and nutrition, as well as adding HemoFlo to your daily routine, you can literally change the way you ride. This article is only the tip of the iceberg when it comes to dropping your lap times. An incredible amount of information is packed into my new book called the ARM PUMP Elimination System™. I've gone into real detail of how to create a training, nutrition and supplement plan that could change your riding forever. I believe this is the most valuable performance guide ever written, and it's a big mistake if you don't have a copy. For more details on the book or to download the PDF, simply go to www.ACTIONETIX.com/armpumpbook. As always, if you have any questions, feel free to drop me an email at ceo@action-brands.com. Good luck preparing for 2012! 



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Hey MXP readers!!!

By Drew Robertson

Wet, muddy, cold, interesting, arm curls, highs and lows...just some words I would use to describe the last eight months of racing!! It was a crazy year for mud, rain and cold, showing everyone that some of our racers here in the CMRC are capable of dealing with all kinds of conditions making them the toughest riders anywhere!!!

Lows: Well the pre-season injury of my boy Kyle Beaton was tough, but seeing him hit the box in Penticton at the Arenacross was WICKED. Kyle will head south to ride, train and get ready to compete in the Monster Energy West Coast Supercross Series. Make sure to follow him on Twitter @kdbbeats134 and watch for updates from me @EvolvedMX.

Highs: Having Iain Hayden finish 17th in the MX 1 series after completing only 6 of the 9 rounds, plus when you consider the level of competition and the fact that Iain hasn't raced nationally for more than 3 years, I was quite happy with his results. Another high was seeing the Allison boys finish 11th and 13th in their first season competing in the MX 1 class. They both showed a ton of heart, and I like the fact that they are both full time students at the University of Calgary!!!

Interesting: With many of the teams changing riders, I think "interesting" is going to be an understatement next season!!! I'm looking forward to seeing the sport grow and the competition get tighter next year!!

Arm Curls: I was flipping through a fitness magazine and read an article in which a trainer had a couple of circuits he had designed for the sport of motocross, and one of them included arm curls...LOL. I was going to write him and ask if he recommended doing them in the mirror with your 'smasher' on? (Smasher: my boy's name for a muscle shirt). Now I'm sure he has a good reason for adding those in, but I almost fell over at the thought of Kyle, Iain or Bob Kinary doing curls at the gym and taking them seriously. Okay, okay, enough. I'm still laughing, but I

do want to quickly talk about planning and scheduling. I know this time of year is what we consider your recovery or de-loading phase, but what I have my athletes do with a little of my input is set goals and come up with a schedule that addresses areas that need some work. Now your workouts during this time period will be of lower volume and lower intensity, but that doesn't mean we sit on the couch, eat potato chips or stand in the mirror doing arm curls... LOL (OK, I'm done, I promise!!). So let's say you finished up the season and had a lower back issue or one shoulder that hurt a little. We would get you in to see a good chiropractor (in Calgary Dr.Dolhman is the guy!!!) or an athletic therapist for an assessment. Depending on their findings, we would formulate a plan. Let's say Dr. Dolhman wants to see you one time a week for the next four weeks, on Wednesday. That would be entered on your schedule. We would also schedule you to go to the gym prior to and possibly the next day, or do a light yoga session. See where we are going with all of this? We are addressing the issues, and by making a calendar we a) make sure that we get things done and b) plan our other activities around them to prevent going backwards.

Let's have a look at a schedule I drew up to show you what I mean:

SUNDAY	MONDAY	TUESDAY	WEDNESDAY
AM: Kickboxing class PM: Stretch / SMR	AM: Workout Cardio (Up tempo) PM: CHIRO	AM: Dynamic Warm-up PM: YOGA	AM: Dynamic warm-up PM: Workout
THURSDAY	FRIDAY		SATURDAY
AM: Dynamic warm-up PM: YOGA	AM: Dynamic warm-up PM: YOGA		Hang out and High five

Now it might look like a big time commitment; the dynamic warm-up my athletes perform is 20-30 minutes long, a kick boxing or boxing

class is about an hour, their workouts would be 35-40 minutes long, and the YOGA would be 30-45 minutes for either a class or most of them have DVDs so they can do YOGA at home. When you look at the total time and remember how much time you rode prior to this, it's a big step backwards as far as overall volume. In the above example I included boxing / kickboxing classes. If that's not your thing, try another group fitness activity. Most moto athletes train solo or one-on-one with a trainer, so it's nice to try to group fitness classes and just have fun!!! The above example is showing you a typical week. What I would recommend is get out a monthly calendar and write down your plans. By doing this you'll make sure to cross incorporate all the activities you want to do as well as give your body adequate rest. Like I stated above, take into account chiro / therapy appointments (if needed). Don't do too much after or prior to your appointment to avoid jeopardizing the work those professionals have done.

PLANNING IS KEY!!

If we cut back on our activities we also need to cut back on our caloric intake. Think of it this way - if you're used to driving your truck or car 500 miles a week, you'll need 'x' amount of gas. If you then start driving your car/ truck 300 miles a week and continue to put in the same amount of fuel, it's going to spill out all over the place. With the body however, this over spill means BODY FAT...not the best!!! So make sure that you tighten up the diet a little. Yes, this is the time of year where you can "cheat" a little, but don't get carried away because you're going to have to work that much harder when you start your pre-season training program!!!

Make sure to follow us @EvolvedMX for nutrition and conditioning tips, as well as our winter athletes: Logan Christian @43LChristian, Iain Hayden @IH109, Dylan Hall @DylanHall421, Corey Watkinson @CW173 and our boy K.D. Beats @kdbbeats134. Until next time, make a plan, rest, train and eat well. 



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Facciotti takes on Team Pumpkin...

With Marc Travers

Or is that Team Pumpkin takes on Facciotti? Either way, Canada's fastest motocross rider has landed a home north of the border on what now looks like the emerging powerhouse for the 2012 Canadian outdoor season. This news is, of course at this point, not new news, but since Colton's signing there has been an incredible amount of bench racing with most people still shaking their heads as to why no offers came from the US (or maybe they did, but the KTM Canada deal was just plain better), and/or has Colton missed his first and only shot at racing

In a world of utter chaos, this may be one of the smartest decisions I have seen in a while. To be honest, every detail seems to be a plus for Colt except for that one little nagging detail. I was so proud when Colt ran top five in the last three rounds of the US Nationals this year, I thought I might burst. That is a pleasant feeling to have and I wanted more of it, yet I, like most, am a selfish guy. But motocross racing is a business, and therefore decisions are sometimes made for the "what's best" for the business, and right now racing for the next two years on Canadian soil

Montreal...

Once again, the Montreal Supercross did not let us down. I'm not sure how it happens, but as in previous years the racing was fantastic. We all know any given race is like a roll of the dice; it can be exciting, boring, uneventful, or just plain off the hook. I'm not sure what the average ticket price was for the 2011 show, but I bet it was worth every penny. If fans don't come back again and fill the Big O based on what we saw this year, then the passion in the French Canadian race fan may be disappearing. Forget about having a French hero to cheer for (although I think I lost my voice cheering on Richard Pelchat to his first MSX ATV victory), how about just coming back to watch a great evening of entertainment. As Pierre Corbeil likes to say "Brian, it's not just a race, it's a show! Where's Rawoss?". And a great show it was Pierre. Already looking forward to next year.

Let's We Forget...


I just returned home from the Remembrance Day gathering held in downtown Burlington. As usual it was very well attended, and for me quite moving. I'm not sure exactly what it is about Remembrance Day that I find so emotional, other than the obvious I guess. To me, trying to register the sacrifice others made so we can continue to live our lives as we do can be a tough thing to do, but still I try. Unless you have actually lived through a given situation it is hard to even imagine what it would feel like; to be in a trench in World War I, storming the beaches of Normandy in World War II, or protecting the peace in Afghanistan. Do we really know about sacrifice? What about the mothers and fathers who received news of their son or daughter that was killed in the line of duty? Can we imagine the pain, the grief, or dare I say the pride? To me, there may not be a more important day in which we need to stop and reflect (except maybe the day you need to get out and vote). It may not be enough to just say thanks. One of the most important gifts we can give to future generations is provide them with our history. As it is written in the opening titles of the Canadian Nationals TV series, we have no future without history. So maybe the most important thing we can do for the people who have gone before us, giving the ultimate sacrifice is to say..."I Remember". Travers. Remembering. Out. 



Photo by Marc Landry

competitively south of the border. Let's be honest, there is a lot of water underneath the bridge when it comes to this decision and its process. I doubt Colton, Jocelyn and his handlers made a quick, rash decision to race for the next two years in Canada, with some potential (hypothesized) opportunities to race internationally. I'm sure they felt this was the best move for Colton, his career and his family (and with the way babies are being made in the world of Canadian motocross, I'm sure a miniature Fat-Yotes is right around the corner? Travers...that is bold). It's just we were really hoping, yes as a country, as a supportive group, as fans, that Colton would have been lining up in the US for a full season of outdoor motocross. Don't misread me; I totally get the KTM signing.

with KTM Canada is what's best for the Facciotti business machine, and to that end Colton. I wish you two healthy, successful years.

We still have two Canucks to cheer for...

Beats, don't think I'm forgetting about you. We all wish you well in your assault on the West SX swing. Stay healthy, make every main, run top 10 and we'll see you ready to go for the MX2 crown next summer in BC. And as far as Cole Thompson goes, man this is exciting. This kid has got speed, talent, and a real nice program under his belt. His family seems to know what they're doing, and Momma T makes a nice sandwich. Good luck Cole (nice cover shot by the way), although I don't think you're going to need it.

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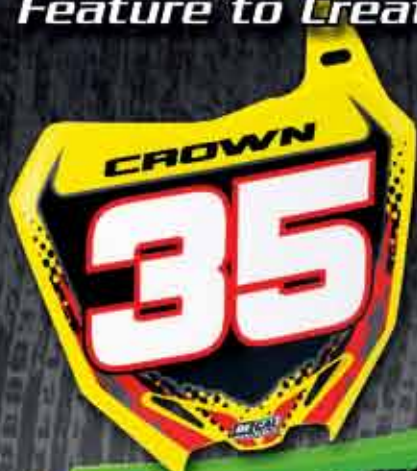
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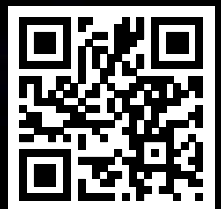


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